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The Amphicar connection

There are 327 million people in the United States and millions of them are interested in vintage cars and trucks, even if they don't currently own one. Yet this hobby still remains a small community. The people connected to the Amphicar in this week's issue are just one example.

As a kid, I had the good fortune of having an uncle who actively participated in car shows and cruising and let me tag along. Being so active in the hobby, Uncle Brad has always known many local hobbyists in St. Paul and the surrounding Twin Cities suburbs. Most of these gear heads we met at car shows, but a few were simply neighbors. Among those neighbors was Ken Roy, a man with diverse taste in automobiles. Over the years, Ken's garage housed a Jaguar XKE, a first-generation Camaro convertible, a 1960s Lincoln Continental convertible sedan and two Amphicars at one time.

Thanks to Ken, I was able to experience that unnerving and unnatural feeling of an Amphicar driving from land into water. We were at a small show along White Bear Lake in the late 1980s when I was offered a ride in Ken's Beach White Amphicar. I had reservations, but I hopped in the back seat and Ken headed toward the lake. Ken entered the water at a short but steep bank, which only made my heart pound faster. Would the car drive straight into the water? At our angle of entry, would the water come over the sides of the car? And why was Ken driving so fast toward the water? I kept all these thoughts to myself while chewing my nails and left my trust to Ken, who I know had taken this plunge dozens of times before. Sure enough, after a bumpy entry, the Amphicar's nose became buoyant once it hit the water and we gracefully floated across the wavy lake. It was an unforgettable experience that I can vividly recall all these years later.

About 15 years later, I graduated from college and began working at *Old Cars* as the associate editor. A few months after I started, a man named Keith Mathiowetz joined the staff as editor. During our introduction, I learned that Keith was a fellow Minnesota native and happened to own a Lagoon Blue Amphicar. Keith said he fell in love with Amphicars as a kid after watching a Beach White Amphicar float down the Mississippi River during the late 1960s. When I mentioned to Keith that my Amphicar experience was limited to knowing Ken Roy and riding in Ken's Beach White Amphicar, Keith said that he knew Ken well, and the Amphicar he remembered from his childhood was now owned by Ken Roy. Yes, the very same Amphicar that made an impression on me as a kid during the 1980s had done the same for Keith in the 1960s. Indeed, it's a small world, especially in the Amphicar world.

Ken passed away last year and I don't know where his Beach White Amphicar floated off to, but before he passed, Ken knew Keith had finally finished his Amphicar restoration. I'm thrilled to be presenting the story of Keith's now-finished Amphicar in *Old Cars*, even if Ken isn't here to read it. The restoration has been a long time in the works, but the result has proven to be worth the wait. I am sure Ken would agree.



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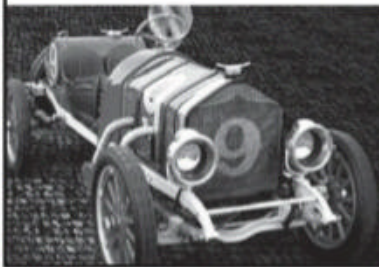
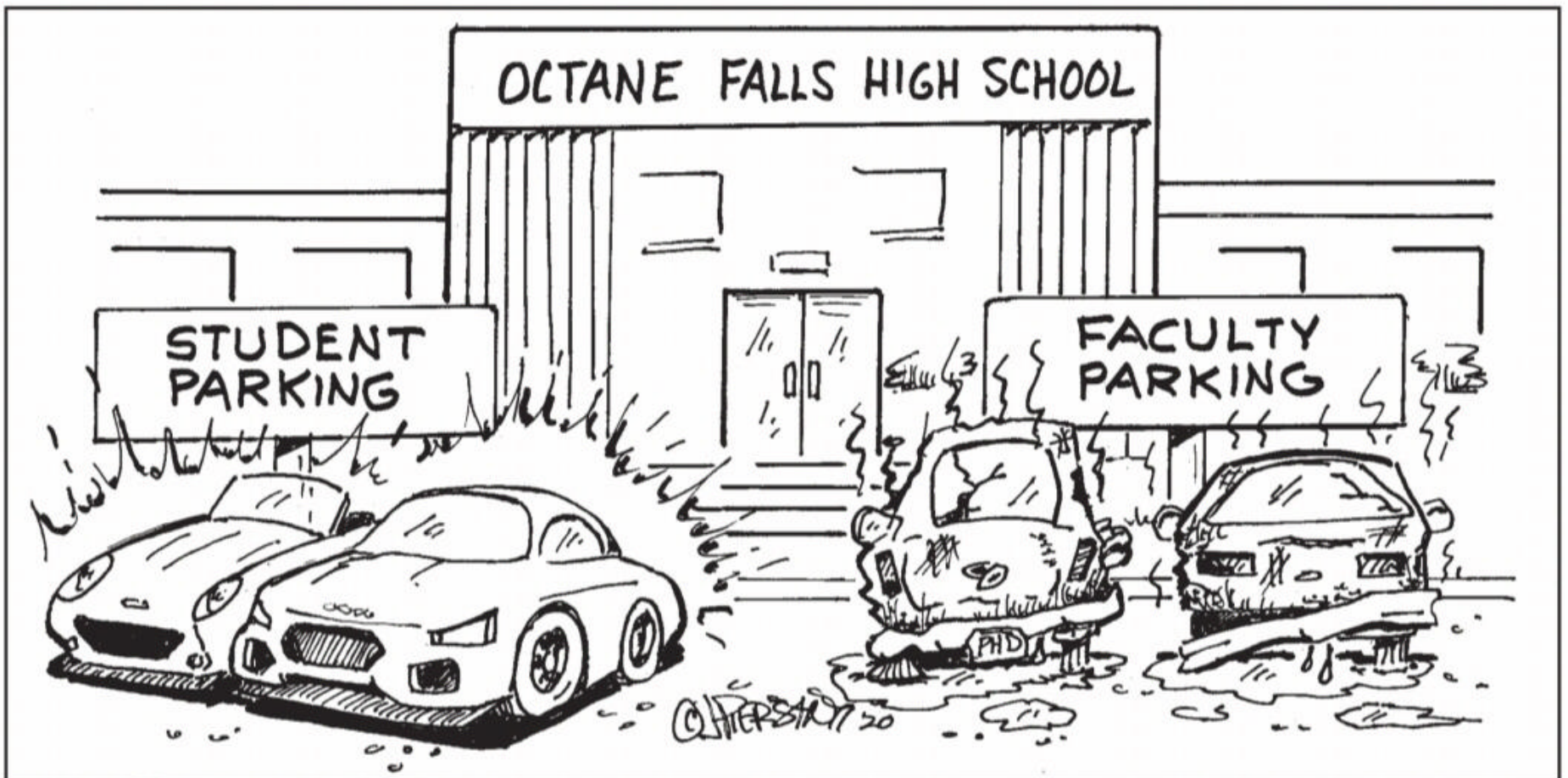
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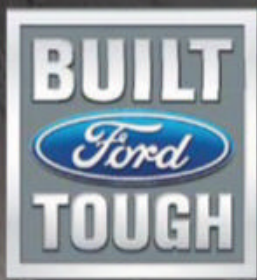
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GETTY IMAGES

52

16 Why Not Willys?

The automotive market wasn't always logical

18 Reconnecting With an Old Chevy

A 1953 Chevy Two-Ten brings back nothing but good memories

22 Auction coverage

Coverage of RM Sotheby's Arizona sale

26 Cars of the Decade

Machines we loved from the past 10 years

52 Amphi-Perfect!

It's a car! It's a boat! It's both, and it's perfectly restored



26

DEPARTMENTS

- | | |
|--------------------------|----------------------|
| 4 From the Editor | 16 Independent's Day |
| 9 Sound Your Horn | 18 Reader Story |
| 9 Reader Wheels | 20 Found! |
| 11 News/The Scoop | 22 Auction Express |
| 12 Weathered Wheels | 36 OC Show Calendar |
| 13 Reader Photo | 43 OC Classified Ads |
| 14 Club Clips/Vintage Ad | 50 Community Page |
| 15 Q&A | |

Sound Your Horn



Memories of a missing Impala

I sold my 1957 Chevy in 1966 for a 1962 Impala two-door hardtop that had a 327-cid V-8 with noisy lifters. I bought the Impala at a giveaway price as the lad who owned it entered the service and his dad was hell bent on getting rid of it. Once I got it home I did a tune-up on it — plugs, points, the standard drill. It was then I discovered the distributor had dual points! Then I noticed the fan was a “free wheeler” and the exhaust pipes were 409-sized. The next day, I took it to Charlie Hoffman, a Chevy tune-up guy who did super tunes for local racers, and lo and behold, this was a special-order 340-hp 327 with solid lifters with the lash adjusted for high revs.

Then I installed the requisite Sun Tach on the dash and took it for a spin on a clear straightaway on Route 15. When I punched the Carter AFB wide open, it started to scream to 60 mph in low gear at 6000 rpm. I kept it there, then to 7000 rpm and 70 mph before I lost my nerve as it approached 80 mph.

It turns out the previous owner ran most drag races entirely in first gear, slipping the tires with a 3:08 Positraction. I soon replaced the three-speed with a Hurst-shifted four-speed T-10 unit and went with a 3:70 posi unit (later a 4:11). I don't think that car ever saw anybody's taillamps in any street challenge, and there were plenty of them in those days.

One late night, while returning to the local diner in my buddy's 1958 Corvette after an out-of-town party, I discovered my car had been stolen. Months later, my part-time girlfriend left me, I received my draft notice and then soldiered on. Over a year passed, and after intensive training at Fort

Belvoir, Va., Army Engineer school, I was granted a furlough before going overseas to Vietnam. At that time, my mom casually mentioned to me, “Some FBI man called and thinks they've found your car.”

Charles H. Farley, via email

Wrecked Citroën hard to see

Seeing the “Wreck of the Week” in the Jan. 9 *Old Cars* really hurt. I've been a subscriber for a few years and reading and learn-



ing about older American cars has been fascinating, but the Jan. 9 issue really hit home. I had been looking for a Citroën DS since I spotted one at school many years ago. While I've come close, they've managed to stay just beyond my grasp financially. Thankfully, last year, I was able to buy one of the DS's descendants, a 1986 CX. To see one of these beauties in “Wreck of the Week” is crushing.

As an aside, my first thought was that the wrecked DS had a hydraulic leak or failure, causing the brakes to fail. With the rear end looking to be at normal ride height, I don't think a system failure was the cause. Maybe the driver didn't tap the mushroom hard enough.

Attached is an image of my Citroën CX at last year's Cars that Time Forgot show at Lake Delevan, Wis.

Fred Johnson, via email



Reader Wheels

Joe Rybicki is the original owner of his 1973 Ford Chateau Club Wagon (E-100) five-passenger van he bought new when he was employed by Ford's Transmission Division in Dearborn, Mich. “The van has every option available for 1973: 302 V-8, PS, BP, fully upholstered and insulated interior in excellent condition, high-output charging system, auxiliary heaters, A/C, automatic, heavy-duty braking system, and optional paint scheme in Scandia Green Metallic/Wimbledon White,” he notes. “The van has logged 430,000-plus miles with three engine rebuilds and three transmission rebuilds. Otherwise it is in original condition, unrestored.”

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The Scoop

Hobby News & Views



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'Lost Corvettes' headed to Chicago

CHICAGO — More than 30 years ago, legendary pop artist Peter Max purchased a collection of classic Corvettes — one each from 1953, the year the iconic sports car was first introduced by Chevrolet, to 1989. He intended to use them as one-of-a-kind canvases, but instead they laid dormant, collecting dust, dirt and debris and falling into disrepair in a series of New York City parking garages for more than a quarter-century.

Thanks to the Corvette Heroes, these "Lost Corvettes," widely considered the greatest barn find of Corvettes in history, are being restored, and six of them — '55, '56, '57, '66, '67, and '69 models — were scheduled to be showcased at the Chicago Auto Show Feb. 8-17 at McCormick Place.

Corvette Heroes includes a group of New York real estate and parking garage professionals, as well as the co-owner of Gotham Comedy Club, who bought the entire collection from Max. The cars are now being given away in a sweepstakes to benefit military veterans; proceeds go to the National Guard Educational Foundation. Tickets, which can be purchased at www.corvetteheroes.com or www.thelostcorvettes.com, are \$3 each, with special deals for purchasing multiple tickets.

The six Corvettes that are being showcased at the Chicago Auto Show in South Hall S125 are among the most iconic of the collection:

— 1955, one of 700 built and the first year a V-8 engine appeared in a Corvette;

— 1956, one of 290 in the rare color of Cascade Green. This car was driven by Jerry Seinfeld in an episode of "Comedians in Cars Getting Coffee" with Jimmy Fallon;

— 1957, featuring its original 283/245-hp engine with dual-quads;

— 1966 coupe featuring its original colors of Nassau Blue with a white interior;

— 1967 convertible, a replica of the Ko-Motion Corvette;

— 1969 coupe, a replica of the rare 1969 ZL1.

Brumos Collection opens in Fla.

JACKSONVILLE, Fla. — Brumos car dealerships specialized in dealing high-end brands such as Porsche, Mercedes-Benz, Lexus and others. The business was sold to Field Automotive Group in 2015, but the Brumos name resurfaced in January with the opening of the Brumos Collection, a museum featuring an array of race cars and high-end performance machines.

The Brumos collection had been off limits to the public for years, housed in a private museum facility behind the old Atlantic Boulevard dealership. Now it is open to the public at 5159 S. San Pablo Road. The museum is operated by Dan Davis, a former Brumos dealer. The facility is now home to several dozen racing and collector vehicles, including the 1970 Porsche 917K driven by Steve McQueen in the movie "Le Mans."

For information, visit www.thebrumoscollection.com.

Weathered Wheels

Keith Krause, of Fosterdale, N.Y., came across this cool old orphan — a 1947 Frazer Manhattan resting "in the back lot of Roche's Garage in Callicoon, N.Y." The car retains its four front bumper guards and its uncommon sun visor. "Who knows if the car will be scrapped or a winter project?"



The Scoop

Greenwich show sets feature classes

GREENWICH, Conn. _ Eight featured classes will highlight the 25th anniversary edition of the Greenwich Concours d'Elegance including Shelby vs. GM and 100 Years of Duesenberg. This year's featured classes also include: 70 Years of Allard; Right Coast Rods; Lancia; Vintage Off-road; 25 Years of Greenwich Concours – a display of vehicles from the first event; and “Four or More Cylinders” (motorcycle class).

This year's event will continue its tradition of featuring back-to-back concours, but will introduce a new Concours de Sport on Saturday that celebrates race cars and sports cars with an emphasis on speed and performance. On Sunday, the traditional Concours d'Elegance will spotlight both domestic and international vehicles, emphasizing the best of design and craftsmanship.

The concours is scheduled for May 29-31 at Roger Sherman Baldwin Park, overlooking the Greenwich, Conn., harbor on Long Island Sound. For information, visit www.greenwichconcours.com.

— PRNewswire

Barrett-Jackson, A+E reach TV deal

PALM BEACH, Fla. _ A+E Networks and Barrett-Jackson have entered into a programming agreement to produce “Barrett-Jackson Live” which will air on FYI and History channels beginning with the 18th Annual Barrett-Jackson Palm Beach Auction from April 16-18. Set to debut as part of the networks' Drive Block, Barrett-Jackson Live will offer live programming as well as premieres, short-form and original Barrett-Jackson specials.



Cadillac & LaSalle pro cars on display

HICKORY CORNERS, Mich. _ A display of professional cars — including limousines, ambulances, and funeral cars — will be featured through late spring at the Cadillac & LaSalle Club Museum on the Gilmore Car Museum campus.

Six cars loaned by CLC members make up the special display. The cars include: a silver metallic stretch Moloney limousine (a low-mileage, original car); 1967 Series 75 formal limousine; 1939 LaSalle Eureka carved panel hearse with original hand-carved walnut draperies by Sanford Stewart; 1953 Cadillac Eureka flower car; a 1976 Miller-Meteor Criterion ambulance; and a 1959 Broadmoor Skyview observation coach.

For information, visit www.cadillaclasallemuseum.org.



Wreck of the Week



Want to see the toughness of 1930s Plymouths? Go to YouTube and key in “Trial by Torture” to find a period video showcasing cars such as the 1935 PJ sedan getting demolished by stunt drivers Jimmy Lynch and Lucky Teter. This 1935 Plymouth sedan appears to have survived a roll-over accident off the closed course used by stunt drivers of the day. The amateur driver of this 1935 Plymouth was lucky to have escaped with only minor damage to his car. The Plymouths in “Trial by Torture” didn't fare as well!

— Ron Kowalke

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Reader Photos

Bernard Davis shares these old photos of his father-in-law, Mike Byrne, "taken in front of the Geo. Rutledge Company located on Grove Street in Montclair, N.J. Mike came to the United States as a young man, worked hard for others and eventually owned his own business."



If you have a cool photo to share, email oldcars@aimmedia.com or send us a note to *Old Cars* at 5225 Joerns Dr. Suite 2, Stevens Point, WI 54481.



Wyoming museum a huge hit with Hudson fans

A Hudson presence in Gillette, Wyoming? Indeed, that's the way Jeff Wandler wanted it, so he made it happen with support of his daughter. The news covered two full-color pages in the November-December edition of *White Triangle News*, publication of the Hudson-Essex-Terraplane Club, Inc. (editor Sam Jackson).

Wandler certainly had the stuff to make a very presentable series of museum displays. Daughter Brianna actively "maintains a super antique store," so a good amount of space in that building is devoted to Wandler's dream. Publication editor Jackson featured a visit to the site, saying the "collection is amazing."

Jeff's dad, Leon, was a Hudson club member for many years, collecting Hudson cars and memorabilia. Jeff developed his own bent in collecting gasoline pumps – the older style, reminiscent of the past. The article called the results "a purpose-built museum in downtown Gillette." News traveled to leaders of the club's Rocky Mountain Chapter, so that club descended on the same site with pleasurable results. More than that, the story says "they were blown away."

Jackson excitedly added, "I have never seen this much working neon outside of Las Vegas, and some of the Hudson examples are priceless. Everywhere you look there's some-

thing to see, and close inspection is encouraged." Truly, signs of every size and shape dazzle the ceiling and dance on the eyes of visitors. This place should be a beacon for the hobby, according to the this article.

The exhibit includes prewar and postwar Hudsons, gas pumps and signs galore. Several other brands of cars are included. Seems every available inch of the inside space harbors a glowing sign that likely warms the heart and mind of every vintage car hobbyist of any brand. It is a wonderland of sorts, visitors wrapping the past around them in a cascade of colors and lights.

Club editors enjoy discovering such precious sites and giving space for readers to do likewise. Word of such sites can be slow to get to editors, unless someone tells them the news of special places and how to make contact with owners/organizers. If you know of such places, share your news with a regional or national editor. Make the hobby even more enjoy-

able!

Check out the museum at www.frontierautomuseum.com or call 307-686-5667.



Hudson-Essex-Terraplane Club
c/o Sam Jackson
13 Monte Alto Road
Santa Fe, N.M. 87508
www.hetclub.org

OC

VINTAGE AD OF THE WEEK

By Old Cars staff

The March 30, 1940, issue of the *Saturday Evening Post* featured a classy ad for the new Packard Custom Super-8 One-Eighty with coachwork by Darrin, which the ad billed as the "Glamour car of the year!"

According to the ad, the beautiful Darrin convertible victoria retailed for a hefty \$4570, which translates into about \$83,450 of today's dollars. For that you got "the most powerful 8-cylinder motor in any American passenger car ... The ability of this car is as eye-widening as its style. And its 127-inch wheel base provides a steady, stable ride that spells rest-cure comfort."

A Darrin convertible victoria such as the one in this ad was a car that made a statement back in '40, and it still does today. They also still carry a luxurious price tag: top specimens are worth more than \$300,000 these days on the collector market! (Ad supplied by Brian Murphy)

OC





Q. I am always amazed by the tidbits of automotive history that I get from your “Q&A” column. In November 1954, my father purchased a new 1955 Chevrolet Bel Air from Hyatt Chevrolet in Hesperia, Mich. In fact, it was the first 1955 Chevrolet to reach the small town of Hesperia. The car was Coral and Gray with the instrument panel, steering wheel, door window sills and carpeting being Coral, matching the lower body color.



Seeing '55 Chevrolets at car shows with these interior items painted Gray has always made me wonder what the story was in this regard. Why some Coral, and some Gray? Was it due to assembly plant preferences or paint facilities? Was it an option on the order form?

Gene Schneider explained the color change in the Jan. 2, 2020, issue, as an “interior color change late in the year,” so I am still left wondering why the color change, since I always thought the Coral interior colors made the interior

look brighter and more attractive. Apparently, there was some discussion among Chevrolet executives, a few design staff reviews, and the decision was made in favor of gray, [but why] after months of production with Coral?

— Pat Bisson, *Flushing, Mich.*

A. I directed this question to Gene, our Chevy guy. He replied: “I would suspect someone at Chevrolet thought the almost all-Coral interior was a little much, so in spring they toned it down with more of the Gray. It also was common to do some changes in Spring. In 1955 two colors were discontinued and replaced with new colors, sometimes called ‘Easter colors.’ I think they were overwhelmed and were adapting to a whole new market for their product.

“[Initially] the Bel Air two- and four-door post models had only the roof in a different color, [as in this photo showing the full car]. It was very common for the dealer to paint the rear quarter and trunk lid to match the top on both Two-Ten and Bel Air models, [other photo]. As a result, Chevrolet made it optional for Bel Air sedans also, but not Two-Tens. With the factory two-tone version, the top color was brought down to the belt line and the interior of the trunk was the top color also. [The dealer-installed two-tone]

was so common that the ribbed divider above rear bumper was produced by several aftermarket suppliers.”

My own feeling on the interior color change is purely pragmatic: Perhaps the Coral carpet soiled too easily and was hard to clean, so it was changed to Gray.

Q. I have a Ford badge I picked up and wish to sell, but I do not know which Ford is it from. It is 5 inches wide, 2-1/4 high and about a quarter inch deep. [Can you] identify it for me?

— Gary Mees, *via email*



A. As it happens, yes. It’s a hood side emblem for a 1941 Ford truck, 3/4-ton and up (half-ton pickups had nose sheet metal resembling a Standard passenger car, with no emblems). Although 1940 Ford trucks are similar in design, their emblems are different. Each truck, of course, needs two badges, one for each side.

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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Why not Willys?

The automotive market can be a strange place. For instance, what seems logical doesn't always lead to success, a lesson Willys learned in the postwar years.

Willys had grasped the concept of small cars years earlier when it introduced the Whippet in 1926. While very small cars had come and mostly gone among American drivers, the Whippet was small rather than miniature and was promoted with descriptions such as “a new kind of motor car” and “the lowest priced six with 4-wheel brakes.” Willys even called it a “European-type high-speed light car” and “the style authority in its class” before it died after the 1931 model year, but the death didn't color Willys' decisions and 1933 brought the Willys 77. Like the original Whippet, it was a four-cylinder, 100-inch-wheelbase car that was not laughably sized.

The 77's timing was excellent, arriving as it did as the Great Depression was unfolding. Its hopes were tied to the idea that drivers who wanted economy of operation would buy it and — most important of all — could afford it. Willys noted that it offered “low first cost combined with extremely low upkeep” and explained that “the design of the new Willys 77 is full streamline from front to rear.” Its 25-30-mpg fuel consumption certainly supported the first claim and one look supported the second. The “only fully streamlined economy car” was a design either loved or hated, but impossible to overlook.

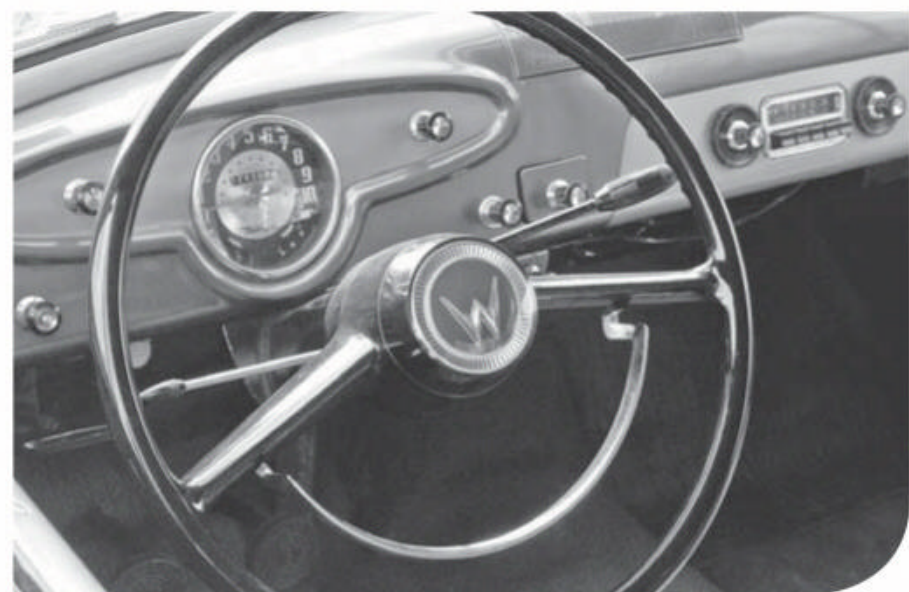
The Willys 77 sold well enough that the range was expanded with commercial models and by 1937, it was wearing

a new look. Now “the car people have wanted for years, all eyes follow as it passes.” The eyes might have been following because of what can be tactfully described as unusual styling, but while it was “the surprise car of the year,” advertising sped right to the point by telling potential owners that “Willys makes it possible for motorists to save their hard-earned money.” Three years later, the wheelbase grew by two inches, styling became far more mainstream and it was now “the best car for most people.”

By 1942, its wheelbase had reached 104 inches and Willys might have further refined the small car had World War II not intervened. American automakers sidelined civilian vehicles to focus on defense production and when Willys was awarded a contract to build a 1/4-ton four-wheel-drive military vehicle, it was smart enough to recognize that such a vehicle might easily translate to the civilian world.

From cars to Jeeps to cars again

The Jeep was thus created and despite the tremendous



ABOVE: Willys touted the Aero as “this masterpiece of car design born of aero and auto engineering!” While that might be a bit over the top, the Aero is an attractive car that really should have sold better than it did.

RIGHT: Like most cars of its time, the Aero Lark's instrument panel is uncomplicated.

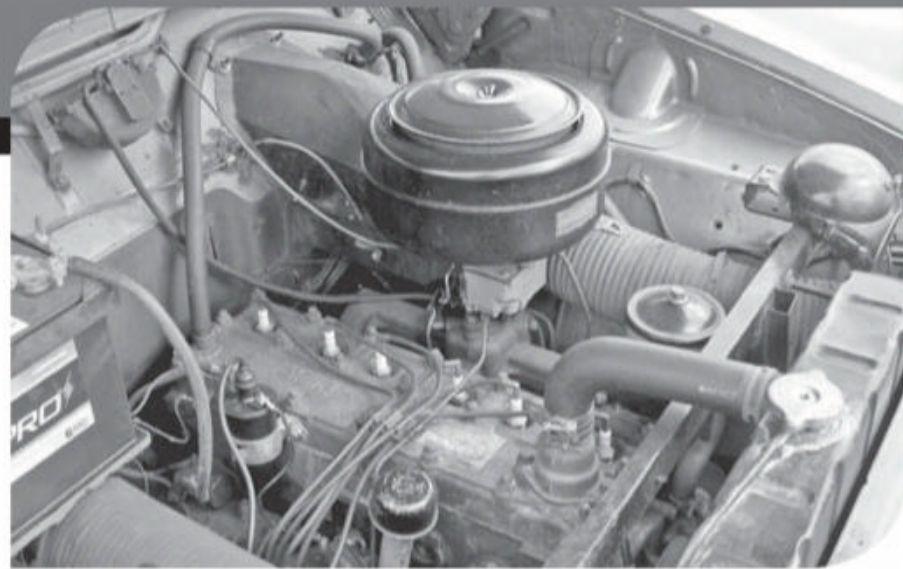
postwar sellers' market, Willys didn't revive its passenger car line. The closest it came was the truck-based two-wheel-drive station wagon styled to capitalize on the Jeep's reputation. Looking back, though, it's clear that Willys hadn't really given up on conventional cars.

It re-entered that segment in 1948 with the Jeepster, a four-seat roadster looking much like the wagon introduced two years earlier. Its convertible top was operated manually and its windows were side curtains, but combined with its unconventional styling, it was great fun to drive, ride in or just see on the road. The Jeepster's biggest problem, however, was that the demand for such fun could be easily met. Willys didn't find enough buyers to keep it going and the last Jeepsters were the 1951 models. Looking back again, it wasn't Willys' smartest move, but the company couldn't bring itself to ignore the seemingly unending stretch of prosperity and spending, especially considering that Nash's Rambler had squarely nailed the compact market where Willys had once compete.

This time, Willys looked into its past and in 1952 unveiled "Magic in motion. The new Aero Willys." Launched with four two-doors from the basic Aero Lark up to the Aero Eagle, all were sedans except the Eagle hardtop. The Lark used the 161-cid, 75-hp flathead six while the others used the 90-hp F-head version. The wheelbase had grown to 108 inches since the last comparable Willys, but it was still a compact as Willys showed in a chart comparing the Aero to seven competitors from Chevy to Studebaker. Its wheelbase, its length and even its height were the least, while its front and rear seats were the widest. Styling was slabsided and mostly clean with what were more like bumps than fins at rear so that advertising could claim that the "driver sees all four fenders."

Aero prices ran from \$1588 to \$1979 or \$15,282 to \$19,045 in today's money. Sadly, Chevy's two-doors cost \$1696 to \$1992 and even the most basic Mercury, the Custom two-door sedan, sold for \$1987. The high-end Eagle might have been worth more than the Mercury or the Chevy to some, but then as now, others just saw a bigger car at the same price. Willys really couldn't cut its prices, so the 1953 models started at \$1732 and topped out at \$2157, but the company had done some shuffling of the line. Four-doors had been added and the Falcon replaced the Wing.

Advertising for the lightly updated 1953 Aeros touted looks and practicality. Drivers were told that "world-wide tribute has been accorded the fabulous new Aero Willys by automotive editors, engineers and testing authorities ... and by the American public who refer to this luxuriously beautiful new kind of car as 'Queen of the American Road.'" Well, maybe, but more likely, the American public appreciated that "with hundreds of pounds less dead weight, the Aero Willys has remarkable roadability and unequalled economy — averages, with overdrive, up to 35 miles per gallon of regular gas." The line about the overdrive and 35 mpg caught at least one driver's attention that year, and is directly responsible for the existence of Bob Zentmaier's unrestored 1953 Aero Lark, but not in the way that might be expected.



The Lightning Six produces 75 hp from 161 cubic inches. Willys' advertising called it "economical" and "famous."

An Aero Survivor

"The fellow who (ordered) the car," Zentmaier explained, "wanted the bottom-of-the-line car, which is what the Lark is. It's the cheapest Willys, but he wanted overdrive. That was about the only option he wanted and it was delivered without overdrive, so he refused the car and the dealer kept it. The dealer kept it for 20 years."

The dealer was in New Hope, Pa., and garaged the car except for occasional drives. Zentmaier said that a friend who was a Willys fan found it there in 1973 with about 20,000 miles showing and bought it.

"The dealer wanted his original price," he said, "but by then, it was a pretty good deal ... My friend then drove it for the next 30 years or so and then developed Parkinson's Disease and couldn't really drive it anymore."

The Willys had gone to shows and sometimes for a drive, but had been parked for about 10 years by the time his friend asked Zentmaier to buy it. They were able to get it running, but he had to have it transported from southern Pennsylvania to his Hawthorne, N.Y., home.

"The tires were from '73 and I remember when he bought them," Zentmaier said. "It just wasn't worth it. This way, I knew it was going to get there safely. I've been fiddling with it ever since and it's really running beautifully now."

That might seem like a lot of trouble to go through, but he knew it was the right decision because of his other Willys, the one that's now in his garage and the one that he remembers his father buying in 1952.

"Actually," he confessed, "I didn't want it in those days. I wanted an Oldsmobile or something more conventional ... An amazing number of people tell me that their father had one when they were really young, which I know can't be true because there were so few of them. It's mostly stuff like that. They remember the car or their father had a car like that or they really liked the car."

He'd just driven the Aero Lark about 75 miles to the Hudson River Valley Antique Auto Association show at Rhinebeck, N.Y., and said he's driven it farther. He knows from those he's met at shows and on the road that the Willys is a car that not only inspires nostalgia, but also has a certain likable quality.

"Yes," he laughed, "it's a pleasant face."

Willys became part of Kaiser-Frazer in 1953 and the last of the Aero's descendants was built for the American market in 1955. It continued in production with updates into the 1970s in Brazil.

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RECONNECTING WITH AN OLD CHEVY

BY LARRY COOK



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While growing up in Falls City, Neb., I bought my first car with money from working farm jobs — haying, walking corn and bean fields on rainy days and, the worst job of them all, cleaning out chicken coops while dodging snakes and rats! Eventually, I was able to come up with enough money to buy a green 1953 Chevrolet Two-Ten two-door for \$325 just before my 16th birthday in 1962. My dad found and approved my purchase of the “three on the tree” beauty, but he would not allow me to take possession until he had installed a set of aftermarket seat belts. He always reminded me that I owned the car and the expense of operating it, but he owned the keys!

I loved that old Chevy, but with 80,000 miles, the engine was getting tired and I was convinced that I needed a farmer friend's 1957 Chevrolet Bel Air. So, in 1964, I traded away the '53 to get the '57. That '57 Chevy was awesome in Sierra Gold with a white hardtop, and it had the rare padded dash. It was yet another “wish I had it back” classic.

I am still a car guy and have a couple classics — a 1969 Chevrolet Corvette roadster with the 350-cid V-8 and four-speed and an all-original 1979 El Camino SS that I bought on the spot at a car show from the original owner.

While walking a show field in a small northeast Kansas town, I spotted a familiar-looking 1953 Chevy. It was my old Chevy all restored and better than new! It now had aftermarket wheels and an owner had added dual exhaust, but the stock 235-cid six-cylinder was still under the hood. It had been perfectly repainted the original green and the interior had been refurbished. Yes, I wanted it back, but in finding out the “I don't want to sell it” price, I decided to just admire it and remember the good times spent in it — proudly escorting my high school sweetheart to our junior prom and bringing our first son home from the hospital in it.

The only issue I ever had with that 1953 Chevy was a trip to Omaha during the fall of 1962 to see a Beach Boys concert. I had to get my buddies to scrape the inside glass because the car didn't have an adequate defroster.

While I may not have my old Chevy, I do still have my high school sweetheart. We've been married more than 50 years now!

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Patience pays off in Kaiser Custom Virginian acquisition

READER STORY BY BRIAN MURPHY

This story begins almost 10 years ago when I was driving through the country and passed a property with 150-200 cars in the yard. Every one of the cars was a Kaiser or a Frazer. I passed this property several more times and finally decided to stop to learn the story behind the cars.

The woman who came to the door was Erma Walker. She explained that before her husband, Fred, had passed away, they had accumulated all of these cars. Erma showed me around the property including several warehouses with shelving stuffed with — you guessed it — Kaiser and Frazer parts. As far as you could see, there were NOS bumpers still wrapped in brown paper, NOS windshields, upholstery, pistons, steering wheels, etc. If there was a part you needed, it was there. Erma told me that she and her husband had operated Walkers Auto Pride, a business that sold Kaiser and Frazer parts.

Erma took me to another building on the property that had several convertibles and a

ABOVE: The 1949 Kaiser Custom Virginian after it was cleaned up and parked in my garage.

RIGHT: The dusty car as it was discovered in a building.

BELOW: After 40 years, the car was loaded for a new home.



number of other Kaiser and Frazer autos. This 1949 Kaiser Virginian hardtop sedan was one of them. I just loved how it looked and asked Erma if she might be willing to sell it. She just laughed and said Fred bought and sold many Kaiser-Frazer cars in the past, including several Kaiser-Darrins, but he always told her that this car was special and will never be sold. Fred told her there was no other Kaiser like this one.

I visited with Erma a number of times over the next several years. I heard that she had passed away and everything was being sold. The parts went in one direction and the cars in another. I inquired about the '49 Virginian, but was told it would not be sold. The property was then sold and it happened that a friend of mine had purchased it. He told me that the Virginian was still in the barn. I learned that it had been left to her grandson, and I was eventually able to buy it from him. The title indicated that the Walkers had owned the car for 42 years. The previous owner was from Kansas and had owned it from 1957 to 1977, when Fred bought it.

When I finally bought the Virginian and really looked it over, I was upset that someone had apparently stuck the word "Custom" over the "Virginian" nameplate. The typeface didn't even match that of the "Virginian" script! Anyway, I figured I would deal with that somewhere down the road. For various reasons, it took me nine months to finally get it out of the barn.

When I originally met Erma, the property next to hers also had old cars and I became friendly with its owner, a man by the name of Dwayne. I stopped by and told Dwayne that I had purchased the Virginian. Dwayne was very familiar with the Walkers as well as the Virginian. He told me that as far as he knew, this was the last Custom Virginian in existence. He told me that Fred had a lot of work done on the car, but it was never finished. The power windows never worked, the doors didn't align correctly and it needed a whole host of other things. Dwayne said mechanically, it was done, although it had not run in many years. Dwayne figured it had less than 100 miles since the rebuild. Dwayne is actually the one who moved the Virginian for me.

In researching the car, I wrote to Jack Mueller, the historian of the Kaiser

Frazer Owners Club International. He told me that Kaiser-Frazer produced a very limited number of Kaiser Custom Virginians just before the Truman inauguration of 1949. The cars were used for VIP use in Washington, D.C., prior to the inauguration. One of these cars ended up in the hands of Ronco Motors in Virginia and stayed in the family for many years. I have no information on any others, although in the book "The Last Onslaught on Detroit" written by Richard Langsworth, the author states that very few were built. My understanding is that each Custom Virginian was hand built at a cost of over \$10,000 each. That's in 1949 money! The book also references the word "Custom" being of a different typeface and being located above the word "Virginian."

I plan on getting everything sorted out and driving it at least a few times.

ABOVE RIGHT: The "Custom" script was originally thought to be a later add-on, but in fact identifies the car as a rare find.

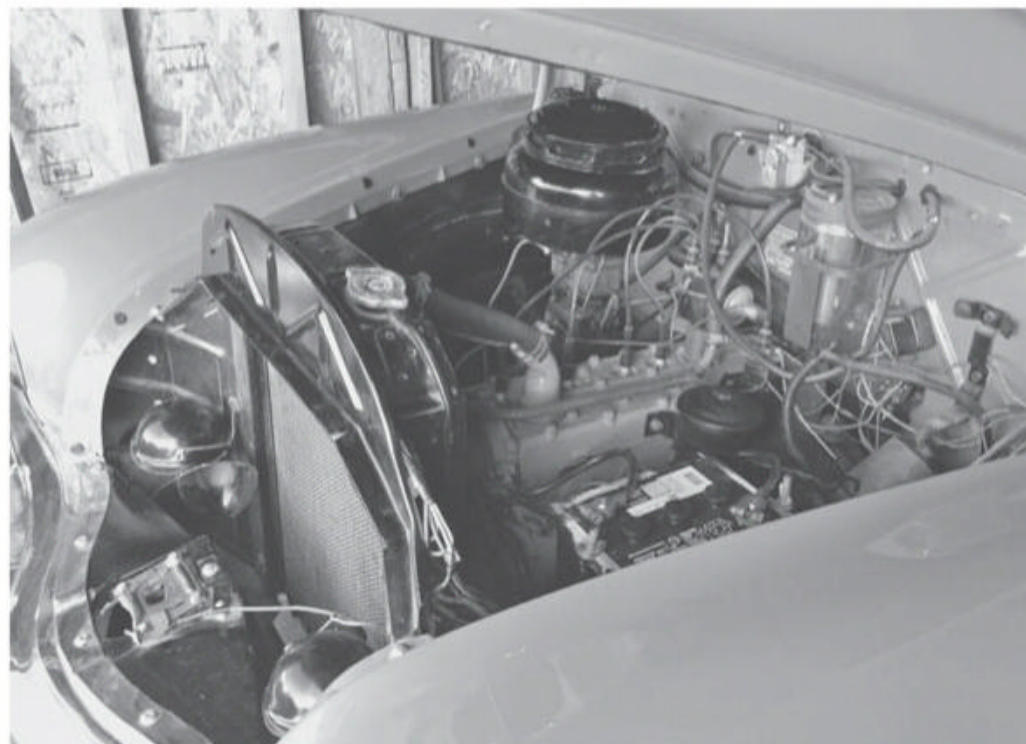
RIGHT: The inline L-head six-cylinder displaces 226 cubic inches.

BELOW: The interior appears to be in excellent condition.

However, I believe this car belongs somewhere where people can see it and appreciate it.

Just a word to collectors out there — these are really good cars. Kaiser-Frazer doesn't have the history of Packard or Studebaker, but believe me, these cars are worth fixing. When was the last time you saw one?

OC



V-16 Cadillacs power RM Sotheby's sale

Phil Skinner and Kimberley Knapman reporting

PHOENIX, Ariz. _Way back in 2001, Rob Myers, founder of RM Auctions, decided to open a new frontier by conducting the first boutique, or catalog, collector car auction in the Valley of the Sun. The posh Biltmore Hotel and Resort in Phoenix has been the home to this spectacular sale every January since. Over the years, dozens of record prices have been paid for vehicles crossing RM Sotheby's auction block, and million dollar-plus vehicle sales are commonplace.

For 2020, the sale was conducted on two consecutive evenings, Thursday and Friday, Jan. 16-17. One of Sotheby's favorite auctioneers, Maarten ten Holder, conducted the sale in a swift, very business-like manner, moving through the roster of vehicles.

One of the most anticipated portions of this sale was the offering of seven 1930s Cadillac V-16 models from the John Groendyke collection, and all at no reserve. A total of 143 vehicle lots were offered on the block with 128 of those called sold for a sell-through rating of 89.5%. There were a few bargains along the way such as a 1949 Kaiser Vagabond, finished

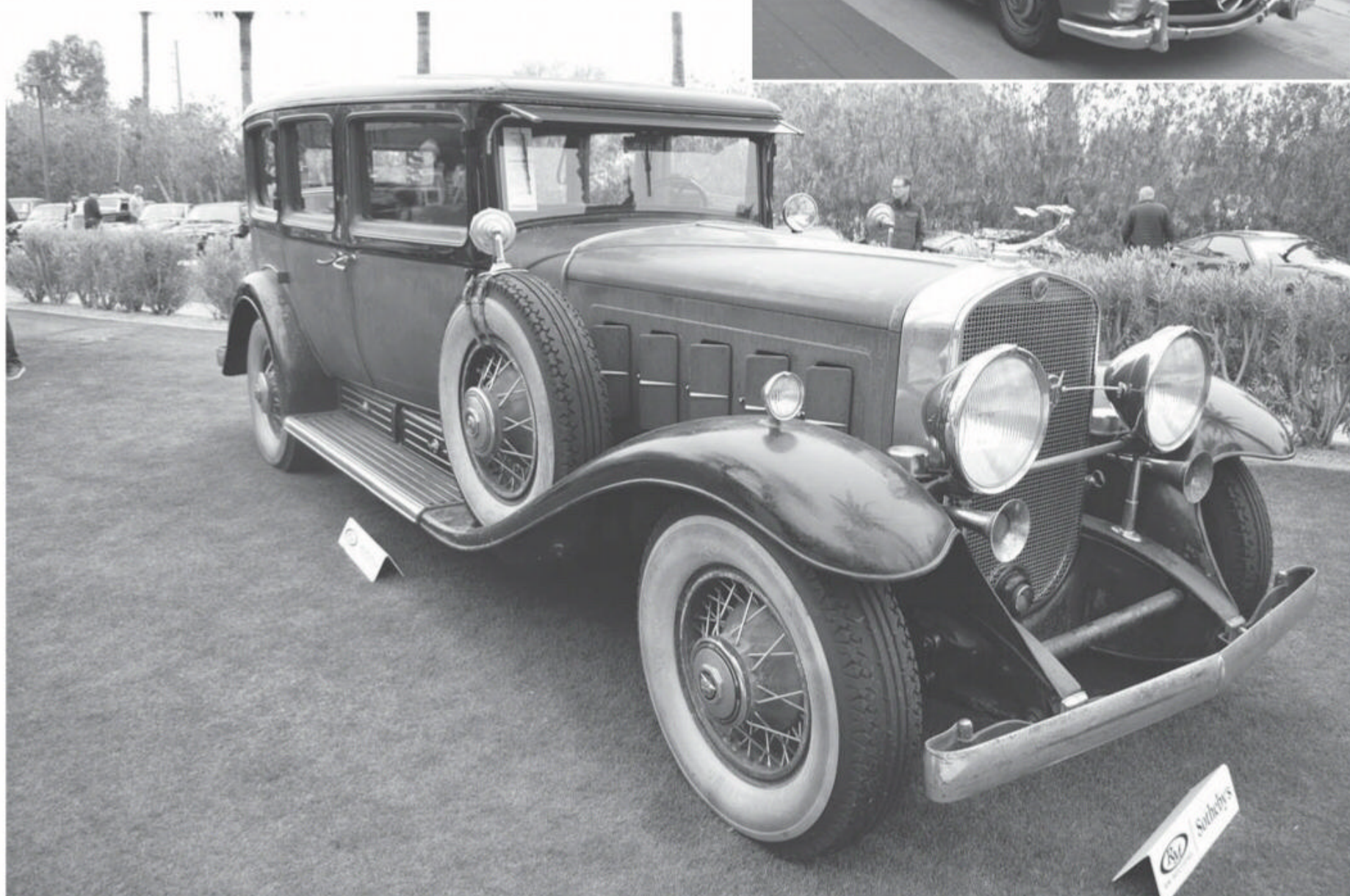
in Turf Green metallic and in a strong #2 condition, called sold for a bid of just \$9,000. Another bargain was one of the Cadillac V-16s from the Groendyke collection, an unrestored sedan called sold with a bid of \$65,000.

When the final car crossed the block Friday evening, we totaled up the dollars at \$27,728,500, which was down by about 20% from the event's 2019 totals. With the commission added this year, the final sale total tallied at \$30,828,470, again down about \$6 million from the previous year.

Fetching the highest bid of the two-day session was the rather exotic 2018 Pagani Huayra roadster, bringing in a cool \$2,150,000 on the hammer, and \$2,370,000 with the commission added. Ferrari was still a hot ticket for RM Sotheby's with the No. 2 sale being a 1967 330GTS convertible that reached \$1,550,000. A 1971 Lamborghini Miura P400-SV coupe found a new owner for a bid of \$1,260,000. Over the two-night run, RM Sotheby's featured a total of six cars that met or broke the million-dollar mark.

RM Sotheby's is often credited with bringing a civilized experience to the Scottsdale market, and its 2020 Biltmore sale continued the tradition of the some of the finest vehicles available in the Valley of the Sun.

Below: Part of the John Groendyke V-16 Cadillac collection offered at RM Sotheby's 2020 Arizona auction, this unrestored 1931 Model 452 Fleetwood sedan was a steal when called sold at \$65,000. One of the big prizes was a 1957 Mercedes-Benz 300SL convertible, complete with hardtop, for a winning bid of \$880,000.



RM SOTHEBY'S BILTMORE RESORT

Phoenix, AZ. Jan. 15-16, 2020

143 offered, 128 sold for an 89.5% sell-through rate. Prices below do not include 10% buyer's premium.

Phil Skinner and Kimberley Knapman reporting

	Price	Cond
1960 Alfa Romeo Giulietta Spider Veloce 2d conv 1240cc/90hp/4cyl/5spd	\$75,000	2
1972 Alfa Romeo Montreal Bertone 2d cpe 2593cc/197hp/V8/5spd	\$57,500	3
1991 Alfa Romeo Spring Zagato (SZ) 2d cpe 2959cc/207hp/V6/5spd	\$52,500	2
1955 Aston Martin DB2/4 Mk II 2+2 2d cpe 2922cc/140hp/6cyl/4spd	\$100,000	2
1929 Auburn 1208 2d conv 268cid/120hp/8cyl./3spd/DSM/rumbleseat/trunk	\$46,000	2
1956 AustinHealey 1004 BN2 2d rds 2660cc/80hp/4cyl/4spd	\$55,500	2
1962 AustinHealey 3000 Mk II BT7 2d conv 2912cc/132hp/6cyl/4spd+O/D	\$50,000	1
1967 AustinHealey 3000 MK III BJ8 2d conv 2912cc/150hp/6cyl/4spd+O/D	\$66,500	2
2000 Bentley Continental R "Wide body" 2d cpe 6750cc/400hp (est)/V8/AT	\$170,000	1
2008 Bentley Azure 2d conv 6750cc//450hp (est)/V8/AT	\$57,500	2
1974 BMW 3.0CS 2d cpe 3.0L/170hp/6cyl/4spd	\$70,000	2
1986 Bertone X1/9 2d Targa cpe 1.5L/85hp/4cyl/5spd/4790 orig mi	\$16,500	2
2008 Bugatti Veyron 16.4 AWD 2d cpe 6.4L/1001hp/W16/7spd	\$1,000,000	1
1953 Buick Roadmaster Estate 4d sta wgn 322cid/188hp/V8/AT	\$72,500	1
1954 Buick Skylark 2d conv 322cid/236hp/V8/AT/white with red interior	\$65,000	2
1956 Buick Roadmaster 2d HT 322cid/255hp/V8/AT	\$44,000	1
1959 Buick Electra 225 2d conv 401cid/325hp/V8/AT	\$60,000	2
1965 Buick Riviera 2d HT 425cid/325hp/V8/AT/fact A/C	\$32,000	2
1970 Buick GS455 Stage 1 2d HT 455cid/350hp/V8/4spd	\$45,000	1
1930 Cadillac Model 452 Fleetwood 4d sport phae 452cid/185hp/V16/3spd, DSM	\$1,000,000	1
1931 Cadillac Model 452 Fleetwood 4d sed 452cid/185hp/V16/3spd/DSM/rack/unrestored original	\$65,000	4
1932 Cadillac Model 452B Fleetwood 4d 5pass LWB Sed 452cid/165hp/V16 DSM	\$195,000	3
1933 Cadillac Model 452C Fleetwood 4d conv sed. 452cid/165hp/V16/4spd/Pilot Ray/DSM	\$230,000	2
1935 Cadillac Model 452D Fleetwood 4d conv sed. 452cid/165hp/V16/3spd/DSM	\$425,000	1
1936 Cadillac Series 90 Fleetwood 4d town sed. 452cid/185hp/V16/3spd	\$167,500	1
1938 Cadillac Series 75 Fleetwood 4d 7p sedan 346cid/140hp/V8/3spd	\$45,000	3
1939 Cadillac Series 90 Fleetwood 2d conv 431cid/185hp/V16/3spd/DSM	\$230,000	1
1914 Chalmers Model 24 4d trng. 415cid/60hp/6cyl/4spd	\$55,000	4
1955 Chevrolet Bel Air 2d conv 265cid/180hp/V8/3spd+O/D	\$40,000	1
1957 Chevrolet Bel Air 2d conv NOM 283cid/2x4bbf/V8/AT	\$58,500	2
1963 Chevrolet Corvette "split window" 2d cpe 327cid/360hp/FI/V8/4spd	\$122,000	3
1966 Chevrolet Corvette 2d conv 427cid/450hp/V8/4spd; side pipes+K/O wheels	\$107,500	1
1988 Chevrolet Callaway Corvette TwinTurbo 2d conv 5.7L/382hp/V8/5spd	\$50,000	2
1996 Chevrolet Corvette Grand Sport 2d cpe LT4 5.7L/336hp/V8/6spd; 100 orig mi	\$48,000	1
2010 Chevrolet Corvette Callaway Grand Sport 2d cpe LS3 6.2L/606hp/V8/AT, 1,500 orig mi	\$44,000	2



Phil Skinner photo

This 1941 Ford Deluxe woodie wagon was the last car over the block for at RM Sotheby's 2020 Arizona sale, and was a bit of a bargain when sold at \$35,000.

1947 Chrysler Town & Country 4d sed 251cid/114hp/6cyl/Fluid Drive	\$55,000	2
1975 Citroen SM 2d cpe 2965cc/190hp/V6/AT	\$57,500	2
1956 Continental Mark II 2d HT 368cid/300hp/V8/AT/Josephine Ford's car	\$57,500	2
1956 Continental Mark II 2d HT 368cid/300hp/V8/AT/factory A/C	\$42,500	2
1937 Cord 812SC Sportsman 2d conv 288cid/150hp/SC/V8/3spd	\$235,000	1
1982 DeLorean DMC12 2d "Gullwing" cpe. 2849cc/130hp/V6/AT	\$40,000	2
2002 Dodge Viper GTS ACR Final Ed. 2d cpe 8.0L/460hp/V10/6spd/102 orig mi.	\$102,500	1
1925 Duesenberg Model A 2d Spds, 260ci/90hp/8Cyl/3spd/recent coachwork	\$115,000	2
1960 Facel Vega HK500 2d HT Chrys. 361cid/355hp/V8/AT	\$200,000	2
1967 Ferrari 330GTC 2d cpe. 3967cc/320hp/V12/5spd	\$450,000	1
1967 Ferrari 330GTS 2d conv 3967cc/320hp/V12/5spd	\$1,550,000	1
1971 Ferrari 365GTB/4 Daytona 2d cpe 4390cc/352hp/V12/5spd	\$420,000	3
1972 Ferrari 246GTS Dino 2d Targa cpe 2919cc/198hp/V6/5spd	\$305,000	1
1974 Ferrari 246GTS Dino 2d Targa cpe 2934cc/240hp/V6/5spd	\$270,000	2
1979 Ferrari 512 BBi 2d cpe 4950cc/340hp/V12/5spd	\$200,000	1
1984 Ferrari 512 BBi 2d cpe 4950cc/340hp/V12/5spd	\$295,000	2
1987 Ferrari Testarossa 2d cpe 4942cc/380hp/V12/5spd	\$67,500	2
1993 Ferrari 512TR 2d cpe 4942cc/421hp/V12/5spd	\$160,000	2
2003 Ferrari 575M Maranello 2d cpe 5.7L/515hp/V12/5spd	\$96,500	1
2005 Ferrari 612 Scaglietti 2d cpe 5.8L/534hp/V12/6spd	\$82,500	2
2014 Ferrari 458 Italia GTS 2d cpe Race Car 4.5L/550hp/V8/6spd	\$160,000	2
2017 Ferrari F12 Berlinetta 70th Ann Ed. 2d cpe 6.3L/750hp/V12/AT (7spd)	\$372,500	1
2017 Ferrari 488 Spider 70th Ann./Magnum Ed. 2d conv 3.9L/670hp/V8/7spd	\$325,000	1
1968 Fiat Dino 2d conv 1987cc/169hp/V6/5spd	\$108,000	1
1936 Ford Deluxe 2d Rds Chev 406 cid/V8/AT/street rod	\$150,000	1
1941 Ford Super Deluxe 4d sta wgn 221 cid/85hp/V8/3spd	\$35,000	1
1947 Ford Super Deluxe 4d sta wgn 239cid/100hp/V8/3spd	\$50,000	2
1956 Ford Thunderbird 2d conv 312cid/225hp/V8/AT/2tops	\$26,000	2
1971 Ford Bronco 2d 4x4 SUV NOM 331cid/421hp/V8/4spd/modified	\$62,500	2
2007 Ford Shelby Mustang GT500 Super Snake 2d Fbk cpe 5.4L/605hp/V8/6spd	\$37,500	1
2017 Ford GT 2d cpe 3.5L/647hp/V6/6spd; 2,835 orig mi	\$835,000	1
1990 GT Developments GTD40 2d cpe Ford 302cid/225hp/V8/5spd	\$62,500	2
1925 Hispano-Suiza H6B Bevalette 4d Trnformable conv 6597cc/135hp/6cyl/4spd/RHD	\$440,000	3
1946 Hudson Big Boy S8 2d 3/4ton PU 212cid/102hp/6cyl/3spd	\$32,500	2
1953 Jaguar XK120 2d rds 3442cc/160hp/6cyl/4spd	\$92,500	2
1961 Jaguar XKE 2d conv 3781cc/265hp/6cyl/4spd/flat floor/hood latches	\$140,000	1
1966 Jaguar XKE 2d conv 4.2L/265hp/6cyl/4spd	\$242,500	1
1970 Jaguar XKE Series II 2d conv 4.2L/246hp/6cyl/4spd	\$75,000	2
1970 Jaguar XKE Series II 2d conv 4.2L/246hp/6cyl/4spd	\$65,000	1
1949 Kaiser Vagabond 4d sed 226cid/112hp/6cyl/3spd	\$9,000	2
1966 Lamborghini 400GT Interim 2d cpe 3929cc/320hp/V12/5spd	\$550,000	1
1971 Lamborghini Miura P400SV 2d cpe 3929cc/385hp/V12/5spd	\$1,260,000	1
1983 Lamborghini Countach LP500 2d cpe 4754cc/325hp/V12/5spd	\$240,000	2
1992 Lancia Delta HF Integrate Evoluzione 2d Sed AWD 2.0L/4cyl/AT	\$96,000	2
1941 Lincoln Continental 2d cpe 292cid/120hp/V12/3spd	\$30,000	2
1941 Lincoln-Zephyr 2d conv 292cid/120hp/V12/3spd	\$42,500	1
1927 Locomobile Model 90 Sportif 4d phae 371.5cid/90hp/6cyl/3spd/dual windscreen	\$52,000	3
1978 Lotus Esprit Series 1 2d cpe 1973cc/160hp/4cyl/5spd	\$32,500	2
1991 Lotus Elan 2d conv 1588cc/162hp/4cyl/5spd; 235 orig mi.	\$29,000	1
1956 Maserati Mexico Vignale 2d cpe 4719cc/290hp/V8/5spd	\$95,000	1
1967 Maserati Mistral Spyder 2d conv 4.0L/245hp/6cyl/5spd	\$270,000	2

1972 Maserati Ghibli SS 2d cpe 4930cc/335hp/V8/5spd \$270,000 1	1941 Packard Super Eight/180 Darrin 2d conv 356cid/160hp/8cyl/3spd+O/D \$300,000 1	2019 Porsche 911 Turbo S 2d conv 3.8L/607hp/H6/7spd/20 orig mi. \$280,000 1
1973 Maserati Bora 2d cpe 4930cc/320hp/V8/5spd \$102,500 2	2018 Pagani Huayra 2d Rds 6.0L/700hp/V12/AT/7spd \$2,150,000 1	1931 Rolls-Royce Phantom 1 Marlborough (Springfield) 4d town car 7668cc/95hp/6cyl/3spd/dsm \$85,000 3
1937 Mercedes-Benz 540K Hebmuller 2d cpe 5.4L/180hp/FI/6cyl/4spd..... \$900,000 3	1999 Panoz A.I.V. 2d Rds Ford 5.0L/305hp/V8/5spd \$62,500 1	1963 Shelby Cobra 289 2d rds 260cid/300hp (est)/V8/4spd \$520,000 1
1955 Mercedes-Benz 300SL 2d Gullwing cpe 2996cc/215hp/6cyl/4spd \$1,150,000 2	1953 Porsche 356 Bent Window 2d cpe NOM 1290cc/50hp/H4/4spd..... \$155,000 2	1966 Shelby GT350 2d fbk HT 289cid/306hp/V8/4spd \$145,000 1
1956 Mercedes-Benz 300Sc 2d HT 2996cc/175hp/6cyl/4spd/sunroof \$330,000 1	1958 Porsche 356A 1600 Super 2d conv 1582cc/88hp/H4/4spd \$125,000 1	1967 Shelby GT500 2d fbk HT 428cid/360hp/V8/4spd \$200,000 2
1957 Mercedes-Benz 300SL 2d conv 2996/215hp/FI/6cyl/4spd/2tops \$880,000 2	1961 Porsche 356B 2d conv 1582c/82hp/H4/4spd \$107,500 1	1999 Shelby Series 1 2d conv Olds 4.0L/250hp/V8/6spd \$82,000 2
1960 Mercedes-Benz 220SE 2d conv 2195cc/134hp/6cyl/4spd/luggage \$145,000 1	1972 Porsche 911T 2d cpe 2341cc/140hp/H6/5spd \$67,000 1	1961 Sunbeam Harrington Alpine NART 2d cpe race car 1592cc/110hp/4cyl/4spd \$175,000 1
1969 MercedesBenz 280SL 2d conv 2788cc/195hp/6cyl/AT/factory A/C \$60,000 1	1976 Porsche 914 2.0 2d Targa cpe 1971cc/84hp/H4/4spd \$47,500 2	1966 Sunbeam Tiger Mk IA 2d conv Ford 289cid/225hp/V8/4spd \$77,500 2
1971 MercedesBenz 300SEL/6.3 4d sed 6329cc/300hp/V8/AT \$325,000 2	1979 Porsche 911/930 Turbo 2d cpe 3.3L/253hp/H4/4spd/sunroof/34 orig miles \$350,000 1	1967 Sunbeam Tiger Mk II 2d conv Ford 289cid/225hp/V8/4spd \$62,500 1
2009 MercedesBenz SLR McLaren 2d conv 5.4L/617hp/V8/AT \$290,000 2	1987 Porsche 911/930 Turbo 2d cpe 3.3L/282hp/Turbo/H6/4spd \$147,500 1	1980 Toyota Land Cruiser FJ40 2d 4X4 SUV 4.2L/135hp/6cyl/4spd \$55,000 1
1937 MG SA 4d Sed 2322cc/75hp/4cyl/4spd/sliding sunroof/RHD \$60,000 2	1987 Porsche 911/930 Turbo 2d cpe 3.3L/282hp/Turbo/H6/4spd..... \$127,500 2	1991 Vector W8 2d cpe 6.0L/625hp/V8/AT \$650,000 2
2005 Morgan Aero8 2d rds BMW 4.4L/325hp/V8/6spd \$75,000 2	1989 Porsche 911/930 Turbo 2d cpe 3.3L/282hp/Turbo/H6/4spd \$250,000 1	1986 Zimmer Quicksilver 2d cpe Pont. 2.8L/140hp/V6/AT/465 orig. mi..... \$19,000 2
1929 Packard Custom Eight 2d opera cpe 385cid/106hp/8cyl/3spd \$47,500 3	2005 Porsche 456 Carrera GT 2d cpe 5.7L/603hp/V10/6spd \$710,000 1	1949 Harley-Davidson Servicar motorcycle 45cid/V2/3spd/Oakland PD livery \$48,000 2
1935 Packard Twelve 2d Vict. conv 473cid/175hp/V12/4spd/DSM \$107,500 3	2017 Porsche 911 Carrera S 2d cpe 3.0L/420hp/Twin Turbo/H6/6spd/960 orig mi . \$130,000 1	



This rare Vector W8 coupe from 1991, one of just a handful built, found plenty of attention at RM Sotheby’s 2020 Arizona auction before the hammer came down at \$650,000.

This unusual 1947 Hudson “Big Boy” 3/4-ton pickup traded hands with a bid of \$32,500.



Old Cars

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**38
TIMES
A YEAR**



CARS OF THE DECADE

Machines we loved from the past 10 years

BY BRIAN EARNEST
AND OLD CARS STAFF

Technically, 2020 is still in the decade of the 2010s. Yet it still feels like we've moved on to a new decade when we start over at zero (kind of like when the car's odometer rolls over). And here at *Old Cars*, we like lists, so we thought the dog days of winter would be a good time to list of some of our favorite reader vehicles that have been featured on the pages of *Old Cars* in the past decade.

We've had the fun and privilege of talking to thousands of cars owners about their cars over the years, and we've featured tons of awesome vehicles in this magazine. Trying to narrow them all down to a manageable list is kind of an exercise in futility, but it's been fun looking back at the past 10 years and remembering the amazing folks and wonderful cars that we have crossed paths with.

The cars on this list have been included for any number reasons. It might be the car's or owner's status in the hobby (or both, in the case of Jay Leno's Model J Duesenberg). It might be because they have really cool back stories (there are a lot of them). And it might be just because we thought the car owner was a fantastic person and we really dug them and their connection to their car (there are a lot of them, too).

Without further ado, here are a few of our favorite rides from the past 10 years:

1923 American (Owner: Susan Manherz)

Sue Manherz calls her old orphan touring car "Bud" and jokes that he's an old, moody and sometimes cantankerous friend. He also might be the only survivor of his ilk on the planet. "In the 1960s, there were three Americans known to exist, and all the owners knew each other," Sue said. "One was an earlier car that wouldn't look anything like ours. It had a painted radiator shell and it was smaller. We haven't been able to track it down. The man who had it died in the early '70s and nobody knows what happened to the car. The



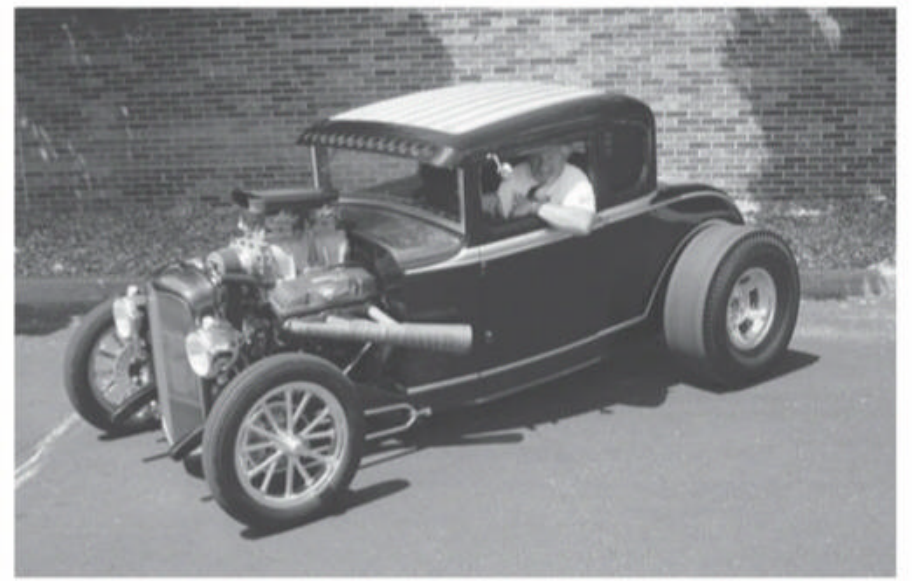
[third] car was the same year as ours, but it was pretty much a parts car. It wasn't complete. The guy who had it sold it, I know, and we've never found out what happened to it."

Sue has been able to trace the long history of Bud back to his beginnings and discovered she is the fourth owner. Not many people who see the car probably realize it is the ultimate orphan, the last survivor of an obscure breed. "No, he's not for sale. You figure, I could never get another one. If he was gone, he'd be gone for good," Sue says. "And his personality grows on you. He's part person."

1928 Pontiac Landau coupe (Owner: Tom Schweikert)

Tom Schweikert and his car are a match made in Old Car Heaven. The Pontiac needed somebody to love it, and Schweikert decided to go all out, turning the ratty barn-find Pontiac into possibly the nicest example in existence. This award-winning '28 is pretty close to perfect. The car had belonged to a family in Indiana, there was a falling out of some kind, Tom's brother bought the car for \$900, then when his health failed Tom took the car and went all in on a meticulous restoration.

"I never saw another '28 [Pontiac]. They aren't common, and to this day I haven't seen a finished '28. I just had to figure out some of these things myself," Tom said in the story. "It wasn't easy to get everything in place, but eventually I did



get everything right!”

“There’s no money, believe me, no money that could buy this car. It’s part of my family, and after all these years, I know this car as well as I know the back of my own hand.”

If you ever see Schweikert at a show, stop and ask him about his Pontiac. He’s a great guy and he’ll talk your ear off, and the full story of this car is worth hearing!

1931 Duesenberg Model J LaGrande coupe (Owner: Jay Leno)



Thanks to the magic of computers, the craftsmanship of Duesenberg historian and restorer Randy Ema and the passion of Jay Leno, one of the two long lost 1931 Duesenberg Model J LaGrande coupes lives again.

Although the chassis started out with a LaGrande coupe body, all of the Duesenberg body parts were discarded in the 1940s when a new postwar-styled convertible coupe body was installed. To recreate the chassis’ original coupe body, almost every body part had to be made new (used front fenders from another car were sourced). Ema has nearly every Duesenberg Model J factory drawing, but not those for this car, so he only had a few photos for reference. It took many months, but Leno and Ema persevered and made this deserving car perfect again. It was a great score for *Old Cars* to get a chance to go see the car and visit at length with Ema. This car will no doubt remain one of the most noteworthy American cars in the hobby.

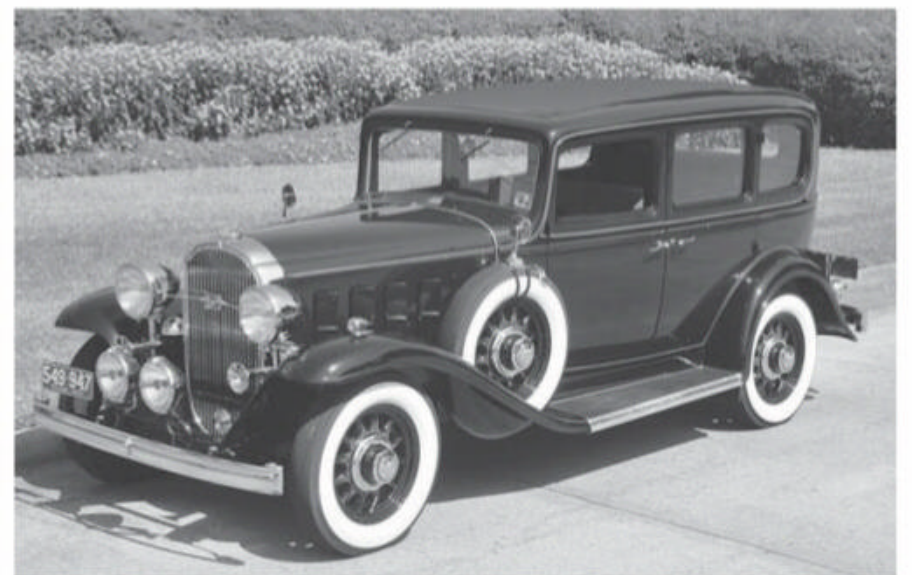
1930 Ford street rod (Owner: John Zick)

Zick conjured up some crazy dreams, and then he made them a reality with this spectacular green monster. You can’t

help but love this thing when you see it up close — it has fun, clever touches all over the place, it’s loud and it’s actually drivable. This car is everything you want in a rowdy, one-of-a-kind street rod. Zick started with an original 1930 Ford body that he inherited from his stepfather. The heart of the beast is a blown 629-horse Chevy small-block.

Zick went through a lot to get this thing built, and now he is having a blast.

1932 Buick Model 32-67 sedan (Owners: Chuck and Dianna Nixon)

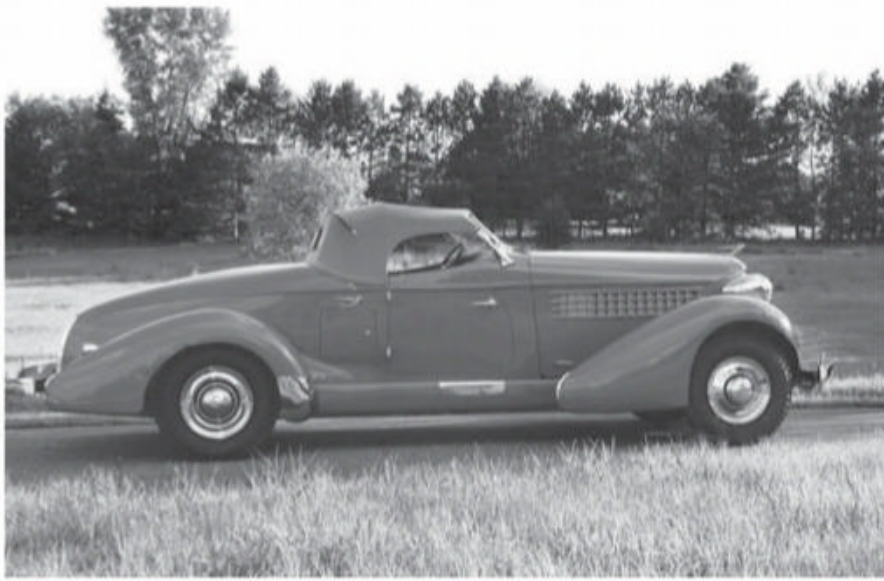


We were blown away by this fantastic Buick, which went from basket case to show-stopper. We featured this car on the cover of *Old Cars* and several other publications. The Buick had been sitting for decades, abandoned and alone in a Connecticut warehouse, and it needed a full restoration. In the end, the Nixons “swallowed hard and said OK,” according to Chuck, and thus began a three-and-a-half-year odyssey that ultimately produced a breathtaking result — a concours-quality specimen and surely one of the nicest, most-elegant prewar Buicks on the globe.

“Someday when I’m retired and wondering where all my money went, I’ll just look at the car and say, ‘Wow, there it is!’” Chuck joked. “But in no way could we be any happier with the car and the result. It’s been great.”

1936 Auburn Speedster (Owners: Curt and Janine Schulze)

This green beauty wasn’t one of those “numbers-matching” cars that are so coveted among collectors, but you’d never know it at first glance. The car was incomplete when it was purchased by the Schultzes, who own and operate their own Auburn parts and restoration business. Curt then



found out the car had been in “some kind of horrific accident, because the frame and cowl had been changed, but the rear parts of the front fenders and the doors were still there and the Speedster rear fenders and golf door were there,” Curt recalled. “When I took the cowl off, I found the car was originally red and there had been a fire. And then what I suspect is, because it had some sheet metal flooring in it — makeshift stuff — that it probably sat outside for some time and rotted. The wooden sills were rubbish and a guy put new wood in the back and put some metal floors in that were very unprofessional. Whoever built the car, and painted it what looked like yellow refrigerator paint, was trying to build something on the cheap. He was doing the best he could in the ’60s or ’70s, or whenever the car was rescued from whatever fate had befallen it.”

Where there’s a will, there’s a way, as they say, and the couple managed to pick up all the pieces, and find a lot of new ones, to make the Speedster great again. Curt did most of the work himself, and as Angelo Van Bogart pointed out in the story, this car was lucky to land in the hands of a restorer who was willing to do whatever it took to make the car beautiful again. This car deserved a great restoration, and the Schultzes deserve the great car they wound up with.

1942 Chrysler Town and Country sedan (Owner: Jeff Larger)



Larger’s Town and Country woodie is truly a unique survivor — you won’t find anything else around quite like it.

“Everything was totally original on it when we got it in the ’60s,” says Larger. “That’s really been a key and crucial thing with this car. Other than my dad putting tires and a

battery in it in the late 1960s, he hardly did a thing to it. He actually ran on the original tires — which were really very unsafe — for the first couple of years he had it.

“The wood on the car is just perfect everywhere. It’s aged and has a patina that can only exist through time ... You can see the grain of the wood. It’s not pretty and show-class like stuff that’s re-done. The age is all there. The leather, the cracks, the smell of the car. It’s a richness that only time can deliver.”

A 1941-’50 Chrysler Town and Country woodie of any kind is a prize, but the Larger family’s car is truly unique on many levels. To begin with, it’s a stunningly original and low-mileage car. When our story on the car appeared a few years back, the odometer showed just 24,000-plus miles, and only about 2,000 of those have come since Jeff Larger’s father Richard bought it second-hand in Cleveland back in 1966. The interior and wood are all original to the car. The drivetrain is also authentic, although at one point, it did have its Fluid Drive transmission rebuilt.

It is one of only 999 Town and Countrys built for the 1942 model year, and one of only 150 six-passenger versions.

Simply an amazing car. For car lovers who covet originality, this is a trip back in time to 1942.

1947 Studebaker M-5 pickup (Owner: Terry Frye)



When Frye bought his used-up pickup in 2003, he realized he had so many things to fix that he wound up buying a second Studebaker pickup as a donor truck. From that point, he combed the country tracking down parts and networking with Studebaker enthusiasts to figure out how to put an authentic M-5 back together.

Frye is only the third owner, and his Studebaker is now truly spectacular — an almost perfectly restored truck, and a very rare one at that.

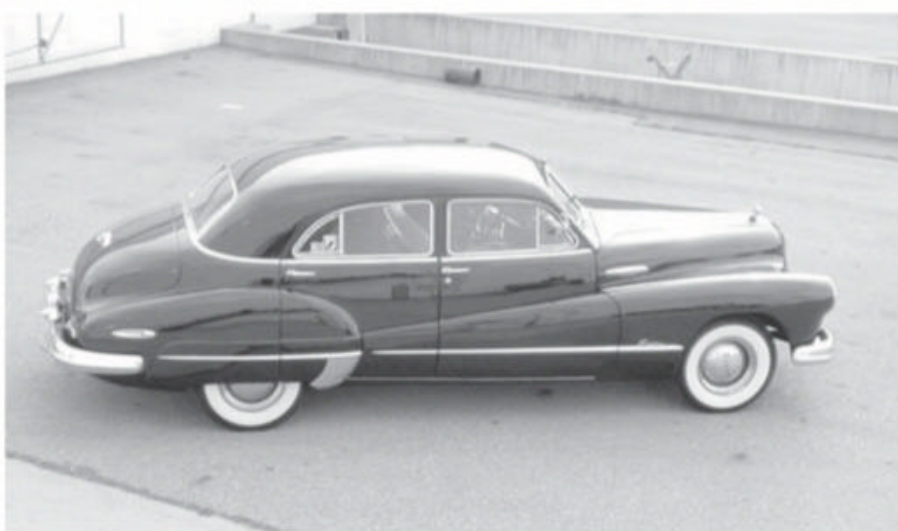
Studebaker dabbled in commercial cars and various express and delivery bodies during its early days, but didn’t officially launch a pickup truck until the car-based Coupe-Express arrived for the 1937 model year. The trucks sold in small numbers until 1941, when Studebaker took a big leap forward and launched the M-5 series of half-ton vehicles. They were not overly fancy — no truck on the market at the time was — but they were handsome by almost any measure. Their classy, vertical grilles were painted to match the

body, the fenders were sleekly integrated into the body, the windshields were raked and there was hardly a sharp edge on the truck — everything was rounded and seemed to flow together.

Frye figured he'd need to do some serious parts hunting to get his truck finished, and that proved to be the case. Fortunately, he was able to get assistance from fellow Studebaker buffs, who are a very accommodating bunch. "Through the network, through the Studebaker people, I found a few older gentlemen that had them, and I started talking to them and asking for advice," he said. "I adhered to that and the project went real good, and once I got to know these older gentlemen, I could call them and they'd say, 'I don't have that part, but call so-and-so.' So once I got in the network, parts came to me pretty readily."

When it comes to pickups, this was definitely one of our favorites of the past 10 years.

1948 Buick Super (Owner: Tom Pfeiffer)



Pfeiffer passed away a few years ago, but we really enjoyed getting to know him and hearing about his love affair with his beautiful Buick. Pfeiffer was actually a retired Ford employee, but he always had an affinity for Buicks. He had pretty much given up on ever having one of his own, but then a friend put his '48 up for sale and Pfeiffer jumped on it. He eventually gave the car a complete restoration, doing much of the work himself. He drove the heck out of the car after he got it back together, piling up 25,000 miles in more than a decade while splitting seat time with an Edsel.

Hopefully, whoever wound up with Tom's Buick is giving it as much attention as he did.

1948 Chrysler Town and Country convertible (Owner: Ken Buttolph)

We couldn't do a "Best Of" list of any kind without somehow involving Kenny, the beloved late former *Old Cars* staffer who had a million friends, a million stories, a small stature, and a big personality. And Kenny went through cars faster than most people go through socks.

Buttolph actually owned this car twice, buying it for the first time in the early 1960s from a Wisconsin go-cart track owner. "We pulled a pop-up camp trailer with it," Buttolph said. "We would take the Town and Country nameplate off the back bumper and put a hitch on there."

He eventually sold the Chrysler and it sat mostly untouched in a nearby barn for almost 50 years. The car was so well hidden, a local woodie restorer internationally known



for Town and Country restorations and reproduction parts did not know of its existence. It also hid underneath the nose of the nearby *Old Cars* staff, yet all the while, it was owned by the family of an employee working for *OC*'s parent company. Well, it eluded everyone but Buttolph, of course. In 2010, Buttolph had the chance to buy back the Town and Country he first purchased in the early 1960s, and he didn't hesitate. "When the [owner] died, it was in the will for them to offer it to me first," he said at the time.

Buttolph owned more than 1,000 cars in his lifetime, and this was one of our favorites. At one point, he actually owned two original, unrestored Town and Countrys. Of those two cars, this is the only one he owned twice!

1949 Ford Deluxe two-door sedan (Owner: Bob Brown)



Bob's wife, Judy, became a first-ballot "Wife Hall of Famer" back in 1994 when she snuck off to the bank, borrowed some money and bought Bob a 1949 Ford two-door sedan for Christmas. That loan, and a meticulous, 10-year restoration, resulted in one of the nicest 1949 Ford Deluxes you'll find — a squeaky clean black beauty that has become a bit of a show piece in a Lewistown, Mont., car/truck/plane collection at a gathering place known as Jack's Hangar.

Brown had the car in the shop for a full decade before it was done, along the way changing the paint from its original rust color to black, like Brown's earlier '49 Ford. "My original car was black and I wanted this one to be black, too," he said. "We actually changed the color number on the firewall so it would match the color of the car."

"It was fun to put it all together. Probably my biggest joy was just working on the car and working on the restoration. You realize when you do one of these projects ... you think

about the guys that were putting these things together originally in a few hours in the assembly plant. For them to get it all to fit together as good as they did is amazing.”

Another wonderful guy with a wonderful car.

1951 Buick *XP-300* concept (Owner: Sloan Museum)



GM bigshots Charles A. Chayne, Harley J. Earl and Ned F. Nickles all had a passion for beautiful cars, and that led to the creation of the Buick *XP-300* (originally labeled *XP-9*), a true dream machine.

In 1951, it was hard to imagine a 16-ft.-long convertible that glided only 6-1/2 inches above the ground. Part sports car and part space ship, the car had an “electric shaver” grille, a wraparound windshield, a tri-finned tail with the electric radio antenna protruding from the center fin and flashy side trim that would have looked right at home on Buck Rogers’ interplanetary cruiser. It even had push-button power seats and windows!

The *XP-300*’s beauty and innovation went beneath its aluminum skin. Four hydraulic jacks were hidden under the body work and elevated either the driver or passenger side of the car. Upon shutting the doors, steel bars hydraulically slid out so that the car was more rigid, as these bars completed the rollcage-like framework within the body.

In his article on the car, *Old Cars* contributor Al Rogers said that Chayne reportedly attained a top speed of 110 mph in the car, which bears his initials on the trim panels at each front fender. It was also reported that GM President Charles Wilson drove the car 110 mph, and not to be outdone, Buick General Manager Ivan Wiles then took it up to 140 mph.

1951 Dodge mail truck (Owner: John Butner)

Butner is a big ol’ bear of a guy with a soft spot for basket cases and projects that nobody else would want to tackle. He almost met his match trying to resurrect this lumbering one-ton beast. “I really didn’t want to see it go to the crusher, and that’s where it was going,” Butner noted at the time. “I worked on it about a year and a half. I had times when I put it in a corner and walked away; I had to go think about it. I’d leave it sit for a week and then say, ‘Well, I gotta do something with it’ and I’d get back to it. I couldn’t just let it sit there.”

Even some of his best car buddies told him he had bitten off more than he could chew when he rescued the old Dodge, which was half buried and had to be excavated out of the dirt.



There wasn’t much left to save, they told him, and what was left was not worth the time and effort.

“Guys laughed at me. They really did. They laughed. They said, ‘What are you going to do with that thing?’” Butner recalled. “I like it because every show you go to you see a lot of Tri-Five Chevys, and you see a lot of Camaros and Mustangs and all that stuff. And I appreciate that stuff, I really do, because I know what these guys have went through to put this stuff together. Still, I like to look at something different.”

Not long after he got the truck finished, Butner received a special request to be part of a funeral procession for a former postal worker who had just died. Butner didn’t know the man, but he happily obliged. “I told them as long as we weren’t trying to go anywhere fast,” he says. “This thing only goes about 45 mph.”

1953 Chevrolet resto-mod pickup (Owner: Don Boxx)



Boxx says he got totally carried away hot-rodding his ’53 Chevy hauler, which was actually pretty nice before he started monsterizing it. Once Fred Kappus and the boys at Fast Freddie’s Rod Shop in Eau Claire, Wis., got ahold of it, all bets were off. Soon, the 383 stroker was gone in place of a modern Chevy crate motor. That was quickly followed by all-new modern suspension and brakes ... and, well, the genie was out of the proverbial bottle. Kappus has always envisioned building an uber-modern hauler with a steely gray

paint scheme. This custom pickup was meant to look cool, but mostly it was designed for driving fun and exhilarating weekend runs on open roads. In that regard it seems to be living up to the hopes of both builder and owner.

“I like everything, but I guess the thing I like best about it honestly is just the speed,” Boxx says. “It’s just so quick, so fast. There is just nothing on the truck that is less than 110 percent. Inside and out, it’s flawless.”

1954 Lincoln Capri (Owner: Dan Staehle)



Staehle says he didn’t even know what a Capri was when he first heard about the beautiful, black 1954 coupe that he wound up buying. “A woman I used to work with inherited it,” he recalled. “When she first told me in ’88 that she had gotten this big Lincoln, I asked what kind of Lincoln is it and she said it was a Capri. I thought she’d say something like a Continental or something like that, because that’s what we associate with Lincoln. I thought, ‘Capri?’ So I went to the library, and I did some research on these cars.”

It didn’t take long for Staehle to dig into the Capri’s performance history, and read up on how the Lincolns cleaned up in the Panamerica race from 1952-’54. The races lasted five days and covered 1,908 miles, and established the Lincolns as some of the hottest street cars of their time.

This Capri had been rarely driven in the previous decade and remained in remarkably good shape. It needed a little bit of body and paint work, new wiring and some beautifying in the interior, but its overall condition reflected the low mileage on the odometer.

Staehle isn’t kidding when he says you can barely hear the Capri run. You need to stick your head under the hood to hear anything at all. “I did all the work on it ... and when you do all the work yourself, it grows on you,” he said. “It’s something I did. I really like the car, and I want to keep it.”

1955 Chevrolet Cameo pickup (Owner: Jeff Ralph)

Ralph had no real experience restoring an old car or truck, had never owned one and had no clue how rare a Chevrolet Cameo Carrier pickup was. All things considered, he’s kind of glad he didn’t know what he was working on when the whole saga first began. “When I first bought it, nope, I was totally clueless,” Ralph chuckles. “Now it’s a big deal!

“I had never restored a car before, and I said, ‘Well, it’s too late now, it’s gotta start going back together,’ so I’d take a piece, sandblast it, prime, pack it away, and I just kept doing that piece by piece. Pretty soon I got to the frame, and then it was just like a big Lego set — just start putting everything back together one piece at a time... I guess when it was done



I still really didn’t understand how important it was or how rare they were, but as I started getting into it more and more, I kind of found out.”

Before he bought the truck from his boss, Ralph had been the one tasked with pulling the Cameo out of the shed where it had been sleeping for years. He’s not sure how long it had been since the pickup had moved, but it had clearly been in hibernation for an extended stretch.

The truck was a very low-option example. It was ordered with radio delete and has basically no factory options. “It’s got no power steering, no power brakes and bias-ply tires,” Ralph says. “It’s kind of a handful.”

1957 Chevrolet custom (Owner: Ray Hott)



Hott at one time had a collection that numbered nearly 100 cars. There were a bunch of show-stoppers in the fleet, but none of them sucked your eyeballs in more than this spectacular ’57 Chevy sedan. There isn’t much left on this car that was original, but we’ll forgive him for that. Hott and the crew at RPM Customs in DeKalb succeeded in putting together one of the most awesome customs we’ve featured in *Old Cars* in a long time. “We looked at the car — and it’s a post car,” Hott said, “which isn’t the most desirable of the ’57s. I just thought, ‘What can we do to make this car really special? And this is what we came up with [laughs].”

Under the hood, the fancy Chevrolet has plenty of extra fabrication and custom shrouds to hide some of the mechanicals, and the 396 V-8 is sourced from a 1970 Chevelle. Inside is a custom, plush, ultra-clean tan leather interior that’s classy and cool. “It kind of kept evolving and we did a lot of things not really necessary, like we boxed the frame,” Hott added. “And the underside of the car is as perfect as the top side. It’s hard to find a flaw in it.”

1958 Dodge Lancer (Owner: Chris Cutts)



We've spotlighted a lot of big-finned MoPars over the years, so it was tough to narrow it down. We picked Chris Cutts' car for this list because it was an old-school backyard restoration that he did himself the hard way. He had help from a local shop with the final bodywork and paint, but Chris put a lot of elbow grease into his project, and the end result is a gorgeous Desert Rose and Gun Metal Gray cream puff.

"You see so many advertisements or old pictures of demolition derbys and you'll see all these Dodges upside-down," Cutts noted. "That's what everybody was doing — 'just get rid of 'em.' They weren't on the road for very long, which doesn't help with availability of parts... It's very hard to find stuff, which is why I have a few parts cars tucked away in the woods. With a restoration these days, you need two or three cars just to make sure you can finish one up."

"This is a 3800-lb. car, and it floats down the road. It's a little more nimble than a Chrysler would be. For an old car, they are a floating magic carpet ride."

1958 Jaguar Mark VIII (Owner: Mike Kurtzweil)



We had to get at least one European car on the list, so we'll go with one restored not far from *Old Cars* HQ in Central Wisconsin. Kurtzweil spent four long years doing a complete makeover of his stately Jag, and it's truly one of the most beautiful cars of its kind you will see anywhere. The end product would make any high-end restoration shop envious.

"It came off the truck with no brakes on it, looked at the

interior and thought, 'Oh my God,'" he chuckles. "It had mice in it and everything else. You couldn't hardly stand next to it because it smelled so bad from the mouse excrement. I knew it was a project. All the rust spots and everything had been puttied up so it looked halfway decent, but there was putty in the front and damage in the front of the car," he recalled. "They had packed so much putty into the holes there was just clumps of Bondo in the rocker panels and everywhere else. It had had a hard life."

Queen Elizabeth was said to have one of these Jaguars in her garage. She would probably have no qualms riding in this one — it's nice enough for royalty.

1958 Studebaker Golden Hawk (Owner: Joe Parsons)



This Studebaker was in Parsons' family right from the beginning, first at his dad's Studebaker dealership, and then with his uncle, who bought it back as a used car. Later, Parsons' uncle won a new 1961 Valiant in a raffle, and he didn't have much use for the Golden Hawk. Eventually, the car was parked and left to sit at Parsons' grandparents' house.

In 1966, Joe was drafted into the U.S. Army and a year later his uncle died. "My grandmother was executrix of the estate, and she asked, 'What do you want to do with your uncle's car?'" he recalled. "I said, 'I want it! I want the Hawk. I'm going to restore it!'"

"My goal was always to restore the Golden Hawk, and I had the foresight to go to South Bend in 1966 when Studebaker went out of business, and with all the parts books and stuff, I had written down all the pieces I needed for the car, from bumper to bumper. So I bought all that, put everything in boxes, sprayed all the fenders in oil and all that and hung them. I just rounded up everything I needed and kind of stored it all away."

His Hawk was originally gold with white fins. It was repainted Red and Jewel Beige, a much rarer factory choice for the cars — only five were painted that way in 1958, according to Parsons.

The car has been a frequent guest at concours events and is an AACA Grand National winner with many best of class awards to its credit. "The Hawk will stay with me as long as I'm alive," he says. "We have a couple people that want the car badly. One guy keeps saying, 'Sooner or later I will own that car!' but I'm not ready to let it go."

1959 Ford Galaxie 500 (Owner: Tim Benson)



It seems only fitting that Benson is this stunning Ford's proud owner, although it has been anything but a quick and easy journey. The car first belonged to a family friend, then went to Benson's dad, Jim, and eventually to Benson. Then it endured a rather lengthy — and expensive! — stint off the road being restored. In the end, though, Benson achieved his goal: preserving the venerable Galaxie and getting to add to all the great memories he has of the car.

Benson found out just how challenging it can be to restore a 50-plus-year-old, full-size, chrome-laden 1950s cruiser. Even though the Ford was complete and in good shape for its age, there was nothing easy about bringing it back to like-new condition.

"Once you start a project like this, you don't know where to stop. Basically, four years later, we redid the whole car. I've got about \$60,000 or \$70,000 into it. I probably spent way too much. There were times, I'm telling you, about half-way through it, where I wanted to call it quits because, 'I'm getting buried here.'"

We really enjoyed learning about all Benson's memories of the car from when he was a kid, and the deep attachment he has to the big Ford. It's a great car that is in very good hands.

1959 Chevrolet Impala convertible "fuelie" (Owner: Tom Dietz)

The red top-of-the-line Chevy is equipped with power windows and power seat and a 3.55 Positraction rear, as well as its two hottest options: the four-speed manual transmission and, of course, that ultra-rare passenger car Rochester fuel injection unit on its 283-cid V-8.



"It is one of 26 made," Dietz said of the fuel-injected full-size Chevy, "And from the last year for the fuel injection (regular production option 578) and the first year you could get a 'four on the floor' for a passenger car."

Although the 1959 Impala has been perfectly restored, Dietz hasn't let its primo condition stop him from enjoying the 283 engine's 290 horses from time to time, or the car's top-down pleasures.

"It's like driving on your sofa, but once you put the top down and the boot on, there is nothing like it."

1963 Chevrolet Corvette roadster (Owner: Steve Stone)



This is probably the highest-mileage Corvette that ever lived. In the fall of 2018, Stone was closing in on 600,000 miles!

The car has been driven almost daily for nearly all its life — most of which was spent in Cedar Rapids, Iowa. The car has ventured to all 48 lower states — including 46 in the past eight years — and nine Canadian Provinces. It has survived trips of 7,100 miles in 2008 and 6,000 miles in 2007. And many of its miles in recent years have come with a trailer rolling behind it. The car is now on its fourth engine, it's had the front clip wrecked and replaced four times, it's been repainted four times and had the interior upholstery replaced twice. Even the frame hasn't been spared; it rusted through and broke back in the 1980s.

If Stone has his way, his tireless '63 will be still be criss-crossing North America years from now, long after he's gone. And it's certainly not going anywhere while he's still around. It's the only car he ever really wanted, and Stone doesn't see that changing.

"I've had it this long and there's no reason to change it," he said. "It's got what I want. It's got power, it's got simplicity, it's got history. My kids were raised in it. They drive it. My grandson's driving it now. It's a family heirloom now."

1965 Dodge Town Wagon (Owner: Bernie Pranica)

When Pranica needed something vintage to pull his 1964 Airstream, he found an ideal choice in his rugged and ageless Town Wagon.

"I found this in New Mexico. Apparently the truck originally came from San Diego and spent its life on a Navy base ... I think what it was used for was to go out on the flight line and take the pilots to and from the hangar ... Consequently, there were only 34,000 miles on it in 2012 when I bought it."



It wasn't long after he got it off the transport that Pranica started remaking the big green Town Wagon. The Dodge needed plenty of work, but had no major issues and was exactly the kind of solid, rust-free, strong-running machine that Pranica had been hoping for.

The color of choice was the truck's factory original Turf Green with white trim. Some new stainless bits and some nice-looking whitewall tires helped finish things off. If Shrek could have an SUV, this is the one he'd want.

1965 Ford Galaxie 500 (Owner: Ken Anderson)



Anderson has long been a devoted fan of "The Andy Griffith Show" and all it stood for, but that connection reached a whole new level in 2010 when he added to his Mayberry memorabilia collection the ultimate prize — a replica sheriff's car. The '65 Ford isn't quite an exact match for the cars used in the show's sixth season — when the series finally went color, but it's close. Anderson's car is a Galaxie 500, while the car used on the show was a base-level Custom sedan. But the car looks great and more than fills the bill at the many appearances Anderson makes each in year in full police uniform, spreading the Mayberry gospel.

According to Anderson, the Galaxie 500 had originally been all white and was converted to a Mayberry TV car clone by a man in Tennessee. The Ford has the proper black-and-white paint job, police decals, siren, vintage Motorola police radio and single flashing red light on the roof. "Mt. Pilot

Ford, Mt. Pilot, N.C." is stenciled on the edge of the trunk lid for some added authenticity. He even has an authentic "JL 327" North Carolina license plates.

Many of Anderson's appearances involve taking kids for rides and letting them crawl around in the car and test the siren and light. "I guess I'm not as careful as I would be if it was totally restored," he admits. "I want it to look like a police car. It's my fun thing and I want to be able to use it."

1970 Pontiac GTO Judge convertible (Owner: Steve Demars)



We were smitten with this the immaculate "triple-black" ragtop and its perfect paint, perfect interior and that ominous 366-horse, 400-cube Ram Air III engine living under the hood. The fact that the car is nationally known and decorated and one the few '70 GTO convertibles you'll ever find with factory air-conditioning was pretty cool, too.

The Starlight Black GTO has traveled full circle in its four-plus decades of life. It began as a bit of a show piece for a Tennessee car dealership, became transportation for many years for its first owner — a woman — and was eventually taken apart and put back together again as a near-perfect specimen. The car was originally delivered to Benton Pontiac-Buick in Cleveland, Tenn., with a fully loaded window sticker and an asking price of \$4,955.98. The woman who bought it probably had no idea that she was buying an unusual muscle car when she signed her name on the title, but she apparently liked the car, because she kept it until 1990. Demars kept track of it through the GTO Association of America and eventually got his hands on it.

"Five of them were triple-black with air conditioning, but we haven't found another one yet," he says. "People will say they know where one is, but we've never seen one. It's got a little history behind it.... It's not a car that people don't know about."

1972 Ford Pinto (Owner: Mike Christenen)

Ford cranked out more than 3 million of the economy boxes in the 1970s, but attrition has taken a heavy toll and nice specimens are fairly scarce these days, particularly in winter climates. A Pinto wasn't even on the Christensens' radar — even though they are a die-hard Ford couple. That is, until they spotted one a few years back not far from their home.



“We had the ’66 Mustang and we were showing that, and I thought, ‘I’d like to have my own classic car.’ I didn’t know what I wanted, but I knew it had to be a Ford, of course,” Jude laughs. “I’m not a fancy person so I just wanted a nice little car and we happened to notice there was a Pinto for sale. I didn’t remember them at all. I just saw that Pinto sitting over there on the street and just thought, ‘This is the cutest little car I’ve ever seen,’ so right then it was like, ‘I want a Pinto.’”

The little Ford has certainly filled the bill as a fun, bargain hobby car for the Christensens, who happily drive their shiny little Ford to weekend car shows around Wisconsin. The couple often caravans with the Pinto and one of their three other hobby cars — the ’66 Mustang, a 1973 Mustang Mach 1 and a 1974 Mustang II.

“It’s like being back in the ’70s,” Jude says. “No power steering, no power brakes ... But I love driving it.”

1974 Chevrolet “Emerald Express” Van (Owner: Scott Kauffman)



Kauffman was a child of the ’70s, so he grew up with his share of customized vans, most of them serving as daily transportation and weekend vacation machines long before minivans and SUVs took over. He dabbled with a variety of collector vehicles over the years and had some fun with a 1977 Chevrolet “shorty” custom van for a while, but nothing like the dazzling “Emerald Express” 1974 Chevrolet custom.

“The van was just so original! The tires were 20-plus years old. The [wheel] flairs had a few small chips and cracks. There were things that needed to be done. Noth-

ing had been done to it in 20-plus years, but it was perfect because everything was there. It didn’t need anything. It had all been painted green up underneath and in the suspension. You could loosen every bolt on it ... It was just an amazing example, especially for the Northeast.”

It took a little convincing and some negotiating, but Kauffman was finally able to pry loose the van and bring it home. “I said that if I can’t have it, that’s OK, but you need to do something with it or you’re gonna destroy it,” he said. “If you just let it keep sitting outside like that, you are just going to ruin it. That paint and the lacing and everything, you can’t re-do that. If it all starts cracking and deteriorating, it would just be destroyed.”

The van was apparently a big hit on the show circuit in the mid-to-late ’70s, and Kauffman inherited plenty of plaques and hardware to prove it. The plaques show the van appeared at places such as the Susquehanna Valley Van Show, Baltimore World of Wheels, Hershey World of Wheels and others. “He only showed it in East Coast stuff, but back then there were van shows every weekend somewhere,” Kauffman said. “I’ve literally got a van full of trophies for it back in the day.”

1986 Chevrolet Monte Carlo SS (Owner: Verlyn Rasmussen)



Rasmussen’s 1986 Chevrolet is his pride and joy and has always been coddled and babied. There are plenty of fourth-gen Monte Carlo SS models around, but few can approach the showroom condition of Rasmussen’s car or the paltry 5,200+ miles on the odometer.

“I don’t want a restored car, I want an original car. Maybe that’s part of why it doesn’t have a lot of miles on it,” jokes Rasmussen. “I know what guys who restore cars go through. It’s not appealing to me with the waiting process. I’m not a patient person that way.”

Aside from a few oil changes, the condition of Rasmussen’s car is almost identical to the day it left the local dealership for the first time. He recalls rotating the tires once, and he sprayed the inside of the wheel wells a while back to make absolutely sure he’d have no rust problems — not that the Monte Carlo SS will ever see salt.

“I actually never did say, ‘I’ve got to keep the miles off,’ I just want to keep it as nice as possible, condition-wise,” he says. “When people see it, it’s a positive reaction to the car because it’s like looking at a brand new 1986 Monte Carlo SS, and not many people can do that anymore.”

OC

Old Cars Calendar

Attention Car Show Enthusiasts: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Calendar, email us at oldcars@aimmedia.com

SHOWS

ARIZONA

Feb 29 AZ, Deer Valley. Cruise into Gateway Classic Cars. Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

Mar 28 AZ, Deer Valley. Cruise into Gateway Classic Cars. Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

Apr 4 AZ, Tucson. Automotive Swap Meet. Tucson Speedway, 11955 S. Harrison Rd. 6am-2pm. PH: 520-282-3494 or email ken.burk@ymail.com.

Apr 5 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, 5am-noon, \$40. Per space, trailers extra, 602-828-4865.

Apr 25 AZ, Tucson. 46th Annual Tucson Street Rod Association 'Rodders Day' Car Show. Pima Community College Downtown Campus, 1255 N. Stone Ave. 9am-3pm. Pre-1987 vehicles. 520-282-3494 or email ken.burk@ymail.com.

Apr 25 AZ, Deer Valley. Cruise into Gateway Classic Cars. Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

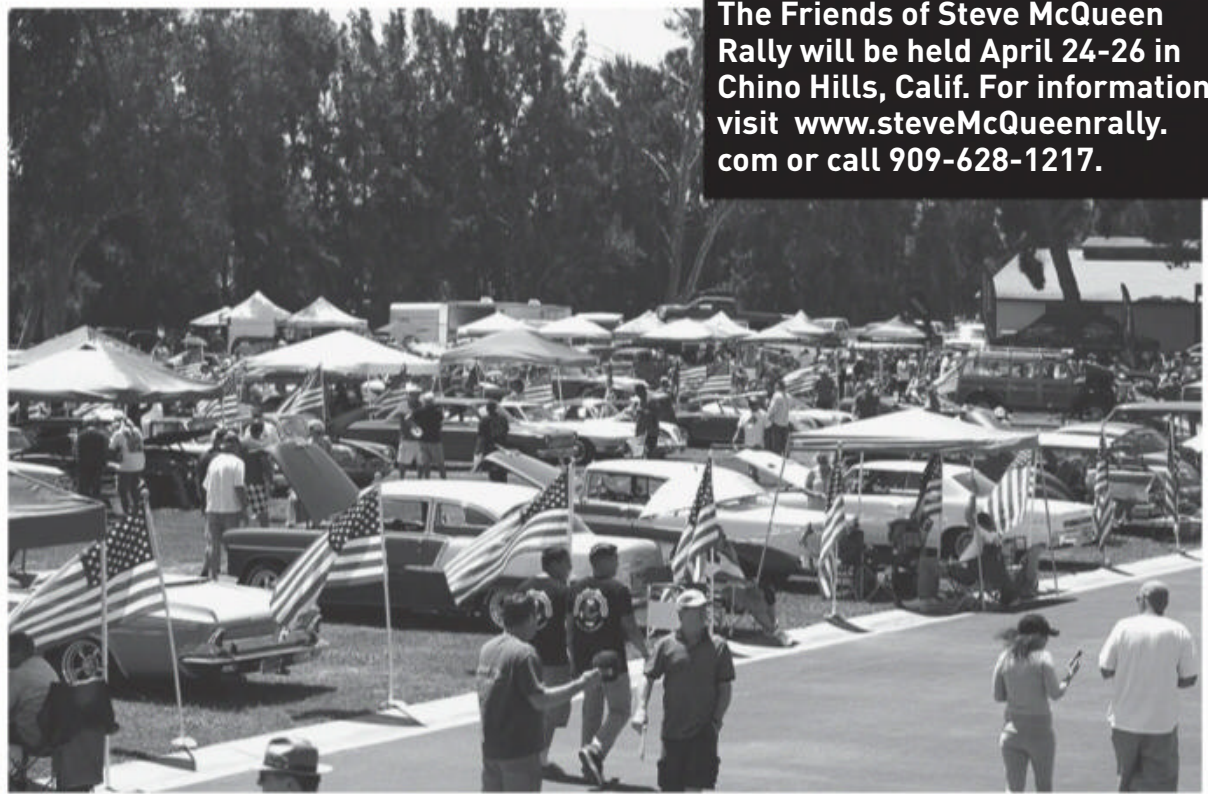
May 3 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, 5am-noon, \$40. Per space, trailers extra. 602-828-4865.

May 30 AZ, Deer Valley. Cruise into Gateway Classic Cars. Gateway Classic Cars -23305 North 23rd Ave. 9am-noon. www.gatewayclassiccars.com

CALIFORNIA

Mar 29 CA, Northridge. The Los Angeles Chapter of the Studebaker Club 35th Annual Classic Studebaker Car Show. 8876 Corbin Ave. 9am-3pm. www.studebakerla.com

Apr 24-26 CA, Palm Springs. 2020 Malaise Daze Car Show. Palm Springs Cultural Center - 2100 E. Tahquitz Canyon Way. Bryan Davis at 559-347-8153 or Chuck Sherman cshe@ur@gmail.com



Friends of Steve McQueen Rally photo

The Friends of Steve McQueen Rally will be held April 24-26 in Chino Hills, Calif. For information, visit www.stevemcqueenrally.com or call 909-628-1217.

Apr 24-26 CA, Chino Hills. The Friends of Steve McQueen The Steve McQueen Rally. Boys Republic Campus. www.stevemcqueenrally.com

May 1-2 CA, Clovis. Oldsmobile Club Southwest Zone Meet and Show. Jeff 408-370-9142, www.norcalolds.com

May 3 CA, Chatsworth. 38th Annual Classic Chevys Show of Southern California. Rancho San Antonio Boys Town - 21000 Plummer Street. 7am-3pm. Registration prior to April 19 \$30, after \$35. Ben 818-635-4142, www.eventbrite.com, www.classicchevysso-cal.com

May 3 CA, Woodland Hills. 5800 Topanga Canyon Blvd. Mustang Owners Club of California (MOCC) Mustangs & Ford Car Show. Warner Center Park. 9am-3pm. Register before April 21st, after \$40. Pony Corral \$10. 661-295-5255 or mocshowinfo@att.net, www.mustangownersofca.org

May 16 CA, Modesto. First Annual Modesto Cops & Rodders Car Show. 10th & H Streets. 9am-3pm. Pre-register by April 1 \$30, After \$35. Art Silva 209-581-1926, modestomisfits@gmail.com

May 17 CA, Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds - Hwy. 1010 & Washington

Street. Gates open at 5am. Vendors \$30/spot. Dave Peterson 707-527-9183, 1davepete@comcast.net

COLORADO

Feb 29 CO, Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars - 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

Mar 28 CO, Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars - 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

Apr 25 CO, Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars - 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

May 30 CO, Englewood. Cruise into Gateway Classic Cars. Gateway Classic Cars - 14150 Grasslands Dr. Suite A. 9am-noon. www.gatewayclassiccars.com

FLORIDA

Feb 21-23 FL, Lakeland. Carlisle Events Winter AutoFest. Sun 'n' FUN Campus. www.carlisleevents.com

Feb 22 FL, Immokalee. 1st Annual Rockabillaque Florida: Classic Car & Vintage Motorcycle Show + Music

Festival. Seminole Casino – 506 S 1st St. 11am-5pm. Registration \$15. www.rockabillaqueflorida.com/register, Simon Cantlon at rockabillaque@gmail.com

Feb 27-Mar 1 FL, Bradenton. 26th Annual Nitto Tire Spring Break Shootout. Bradenton Motorsports Park.

Feb 29 FL, Coral Springs. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4020 NW 126 Ave. Suite 108. 9am-noon. www.gatewayclassiccars.com

Feb 29 FL, Lake Mary. Cruise into Gateway Classic Cars . Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

Feb 29 FL, Ruskin. Cruise into Gateway Classic Cars . Gateway Classic Cars – 351 30th Street NE. 9am-noon. www.gatewayclassiccars.com

Feb 29 FL, Melbourne. Cape Canaveral Region AACA Annual Celebration of Cars Antique to Modern Auto Show. American Muscle Car Museum – 3500 Sarno Road. 10am – 3pm. Registration opens at 8:30 am rain or shine. CelebrationOfCars@AntiqueAutoClubCC.com, Linn (321) 427-4615.

Feb 29-Mar 1 FL, West Palm Beach. Palm Beach Car Swap Meet & Car Show. South Florida Fairgrounds – 9067 Southern Blvd. Vend Space \$10, Car Corral \$10. Car Show Registration \$10. SouthFLCarSwapMeets.com

Mar 5 FL, Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, <https://www.ameliaconcours.org/>

Mar 7 FL, Palatka. 2020 Florida Azelea Festival AACA 21st Annual Open Class Car Show. Palate Riverfront Park – US 17 & St. Johns Drive. 8am – 3pm. Register by March 4 \$20, after \$25/ Bob Cox 904-284-5303, rpmoneybag@yahoo.com, Holly Abbott 386-451-7263, Tom Muff 904-779-0092, www.flazaleafest.com

Mar 21 FL, Vero Beach. 43rd Annual Antique Automobile Show. Riverside Park. 10am-4pm. Pre-registration \$20, day of show \$25. Fred Kiesel, 772-770-6339, www.local.aaca.org/indianriver

Mar 28 FL, Naples. 34th Annual AACA Showing. Naple's Historic ACL Railroad Depot. Gary Doner 239-860-2726, gdoner4822@comcast.net

Mar 28 FL, Ruskin. Cruise into Gateway Classic Cars . Gateway Classic Cars – 351 30th Street NE. 9am-noon. www.gatewayclassiccars.com

Mar 28 FL, Coral Springs. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4020 NW 126 Ave. Suite 108. 9am-noon. www.gatewayclassiccars.com

Mar 28 FL, Lake Mary. Cruise into Gateway Classic Cars . Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

Apr 19 FL, Sarasota. The 51st Annual Devereaux-Kaiser Car show, hosted by the Sarasota Firefighters Benevolent Fund. Sarasota County Fairgrounds – 3000 Ringling Blvd. 10am-3pm. Dana Anderson, 941-650-4727, scfd471@verizon.net

Apr 25 FL, Coral Springs. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4020 NW 126 Ave. Suite 108. 9am-noon. www.gatewayclassiccars.com

Apr 25 FL, Lake Mary. Cruise into Gateway Classic Cars. Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

Apr 25 FL, Ruskin. Cruise into Gateway Classic Cars. Gateway Classic Cars – 351 30th Street NE. 9am-noon. www.gatewayclassiccars.com

May 30 FL, Coral Springs. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4020 NW 126 Ave. Suite 108. 9am-noon. www.gatewayclassiccars.com

May 30 FL, Lake Mary. Cruise into Gateway Classic Cars . Gateway Classic Cars – 635 Century Point, Suite 101. 9am-noon. www.gatewayclassiccars.com

May 30 FL, Ruskin. Cruise into Gateway Classic Cars . Gateway Classic Cars – 351 30th Street NE. 9am-noon. www.gatewayclassiccars.com

GEORGIA

Feb 15 GA, Loganville. GA Street Rod Business Meeting. Sparky's Machines – 1209 Nathan Blvd. Dan Wooley 770-841-4375, vicepresident@gsra.com

Feb 29 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

Mar 21 GA, Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One – 1001 Cherry Drive. 10am-3pm. Register by noon. Registration \$25.

Mar 28 GA, Marieta. GSRA Spring Fever Show N' Swap. Jim R. Miller Park &

Event Center – 2245 Callaway Road, SW. Swap spaces & Info Mickey White 956-371-937, secretary@gsra.com

Mar 28 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

Apr 2-5 GA, Commerce. 12th Annual NMRA/NMCA All-Star Nationals. Atlanta Drag Way.

Apr 4 GA, Macon. 24th Annual Cherry Blossom Mustang & All Ford Show. Trooper's Collision Center – 217 Emery Highway. 8am-4:30pm. www.Flagcity-mustangclub.com, Chuck Heath 478-365-1305, ponycorral@cox.net.

Apr 25 GA, Alpharetta. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 GA, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway – 1500 Tara Place. 9am-4pm. www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf

May 9 GA, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union – 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, vicepresident@gsra.com

May 30 GA, McDonough. Georgia Street Rod Association & Summit Racing Equipment Benefit Car Show for Honor Flight – Summit Racing, 20 King Mill Rd. (I-75 at exit 216), 10am-3pm, Dan Wooley 770-841-4375, vicepresident@gsra.com

May 30 GA, Alpharetta. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1870 McFarland Drive. 9am-noon. www.gatewayclassiccars.com

ILLINOIS

Feb 8-17 IL, Chicago. 2020 Chicago Auto Show. McCormick Place Complex.

Feb 16 IL, St Charles. The 29th Annual Buick-Olds-Pontiac-Cadillac Swap Meet and Car Corral. Kane County Fairgrounds Events Center (Indoors) – 525 S Randall Rd, 8am-2pm. Hosted by the Chicagoland Buick, Pontiac and Olds Clubs, 630-865-4349, bopcswap@gmail.com, www.bopcswap.com

Feb 23 IL, Wheaton. 75th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds – 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

Feb 29 IL, O'Fallon. Cruise into Gateway Classic Cars. Gateway Classic Cars –

Calendar

1237 Central Park Drive. 9am-noon.
www.gatewayclassiccars.com

Feb 29 IL, Crete. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Mar 15 IL, Countryside. The Countryside Collector's Classic Toy Show, Local 150 Union Hall, Countryside, 6200 Joliet Rd, 10 am-2 pm. Unique Events Shows. 262-366-1314, unievents1@aol.com www.uniqueeventsshow.com

Mar 28 IL, O'Fallon. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1237 Central Park Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 IL, Crete. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 IL, O'Fallon. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1237 Central Park Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 IL, Crete. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

May 14-16 IL, Madison. 2nd Annual NMRA gateway Rumble. World Wide Technology Raceway @ Gateway

May 30 IL, O'Fallon. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1237 Central Park Drive. 9am-noon. www.gatewayclassiccars.com

May 30 IL, Crete. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1329 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

INDIANA

Feb 29 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

Mar 28 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

Mar 28 IN, Memphis. Cruise into Gateway Classic Cars. Gateway Classic Cars – 13576 Blue Lick Road. 9am-noon. www.gatewayclassiccars.com

Mar 29 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds – West Pavilion Building. 8am-3pm. 317-296-0336, www.freemanssupersunday.com, freemans-supersunday@gmail.com

Apr 25 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic

Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

Apr 25 IN, Memphis. Cruise into Gateway Classic Cars. Gateway Classic Cars – 13576 Blue Lick Road. 9am-noon. www.gatewayclassiccars.com

May 15-16 IN, Franklin Hoosier Vintage Wheels Swap Meet and Car Show. Johnson Co. Fairgrounds 250 Fairgrounds St. Friday & Saturday 7am – 4pm, 317-501-5266 hoosievintageshow@att.net, hoosievintagewheels.com

May 30 IN, Indianapolis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 4400 West 96th Street. 9am-noon. www.gatewayclassiccars.com

May 30 IN, Memphis. Cruise into Gateway Classic Cars . Gateway Classic Cars – 13576 Blue Lick Road. 9am-noon. www.gatewayclassiccars.com

IOWA

Feb 22-23 IA, Monticello. 51st Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center – 766 North Maple Street. Sat. 11am-10pm, Sun. 8am-7pm Galen Muller 319-465-5119, www.rodandcustomcarshow.com

May 3 IA, Moticello. 36th Annual Spring Auto Parts Swap Meet & Cars For Sale Corral. Fairgrounds parking lot – 700 North Maple Street. 7:30am-1pm. Swap spaces before April 17 \$10, after \$15, Corral Space before April 17 \$10, after \$15. 319-465-5119, www.autopartsswapmeet.net

KANSAS

Feb 29 KS, Olathe. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1202 S. Lone Road. 9am-noon. www.gatewayclassiccars.com

Mar 28 KS, Olathe. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1202 S. Lone Road. 9am-noon. www.gatewayclassiccars.com

Apr 25 KS, Olathe. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1202 S. Lone Road. 9am-noon. www.gatewayclassiccars.com

May 30 KS, Olathe. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1202 S. Lone Road. 9am-noon. www.gatewayclassiccars.com

KENTUCKY

Feb 29-Mar 1 KY, Louisville. KYANA Giant Indoor Swap Meet. Kentucky Exposition Center – 937 Phillips Lane. Sat. 8am-6pm, Sun. 8am-4pm. 502-619-2917, kyanaswapmeet@gmail.com

com, 502-619-2916, www.kyanaswap-meet.com

MARYLAND

Mar 14 MD, West friendship. Annual Collector Car Swap Meet. Howard County Fairgrounds – 2210 Fairgrounds Road. 7am – 3pm. www.chesapeakeaaca.org

Mar 27-28 MD, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center – 706 Agriculture Center Drive. Before Feb. 25 – indoor space \$45, outdoor space \$60, Car Corral space \$45. Jack Gallagher 301-674-5431

MASSACHUSETTS

Mar 1 MA, Norfolk. Marcom Annual Flea Market. Holmes transportation – 22 Myrtle Street. Registration \$20/space, Admission \$3. Dean Wicker 08-285-3211, Zwhizzerman@aol.com

MICHIGAN

Feb 29 MI, Dearborn. Cruise into Gateway Classic Cars. Gateway Classic Cars – 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 MI, Dearborn. Cruise into Gateway Classic Cars. Gateway Classic Cars – 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

Apr 19 MI, Monroe. Monroe's Spring Swap Meet. Monroe County Fairgrounds- 3775 S. Custer Rd. inside Expo spots 10'x10' \$45, inside Merchant building 8'x8' \$35, outdoor spots 12'x30' \$35, and car corral for \$15 or \$25 to keep on trailer. After March 1 add \$5 per spot. 419-579-4845 or 419-579-6815, Facebook page: Monroe Auto Swap Meet & Car Show

Apr 25 MI, Dearborn. Cruise into Gateway Classic Cars . Gateway Classic Cars – 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

May 2-3 MI, Fowlerville. 46th Annual Great Lakes Region Swap Meet. Fowlerville Fairgrounds – 8800 W. Grand River Ave. 8am-5pm. Vend space \$25 in advance/\$30 at gate, Car Corral \$10, 248-684-8955. vmccabrightonmi@gmail.com

May 6 MI, South Haven. McFadden Friendly Motors 15th Annual Classic, Antique and Muscle Car Show. McFadden Friendly Motors – 11628 M140 Hwy. 5-8pm. 269-637-8558 ext 1314, www.mcfaddenfriendly.com

May 16 MI, Kalamazoo. Kalamazoo Antique Toy and Collectible Show. Kalamazoo Fairgrounds, 2900 Lake

St, 9 am-2 pm. Friday, 4-8pm, \$30. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

May 30 MI, Dearborn. Cruise into Gateway Classic Cars . Gateway Classic Cars – 15000 Commerce Drive. 9am-noon. www.gatewayclassiccars.com

MINNESOTA

Feb 9 MN, Anoka. The Winter Indoor Swap Meet Is Back – hosted by GSTA at the Anoka Armory, 408 E Main St. 8am to 1pm. 612-720-5611, speedysmotor-sports@comcast.net, gstarod-custom.com

Apr 4-5 MN, Mpls/St. Paul. 64th Annual GSTA Rod & Custom Spectacular Car Show. Minnesota State Fair Coliseum. www.gstarod-custom.com

NEVADA

Mar 28 NV, Las Vegas. Cruise into Gateway Classic Cars . Gateway Classic Cars – 6580 Lindell Road. 9am-noon. www.gatewayclassiccars.com

Apr 25 NV, Las Vegas. Cruise into Gateway Classic Cars . Gateway Classic Cars – 6580 Lindell Road. 9am-noon. www.gatewayclassiccars.com

May 30 NV, Las Vegas. Cruise into

Gateway Classic Cars. Gateway Classic Cars – 6580 Lindell Road. 9am-noon. www.gatewayclassiccars.com

May 31-Jun 2 NV, Reno. World's Largest Vintage Truck Show. Grand Sierra Resort. 816-891-9900, www.aths.org

NEW JERSEY

Feb 29 NJ, West Deptford. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

Mar 28 NJ, West Deptford. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

Mar 29 NJ, Pompton Lakes. 22nd Annual Metro Petro Show featuring Automobile/Petroliana. Pompton Lakes Elks. 201-493-7172. www.Metropetro.weebly.com

Apr 25 NJ, West Deptford. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

Apr 25 NJ, Roebling. 11h Annual Roebling Museum Car Show. Re-belling Museum – 100 Second Ave. 9am-3pm. Registration \$20 (incl. museum entrance) closes at noon, Bobbi (H) 215-752-0484, (C) 215-820-3276. or www.movinonkruzers.com, movin'onkruzers@inbox.com

May 30 NJ, West Deptford. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1228 Forest Parkway, Suite 200. 9am-noon. www.gatewayclassiccars.com

May 30 NJ, Monroe. 2nd Annual Classic Car & Truck Show. Monroe Township Senior Center – 12 Halsey Reed Road. 10am-2pm. Registration: 8am-10am day of event \$20 or pre-registration in person at Senior Center-\$15. 609-448-7598, friendsoftheseniorcenter@gmail.com

NEW MEXICO

Mar 27-28, NM, Artesia, 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am-3pm, Heritage Plaza in downtown Artesia. Cruise free, Car Show registration \$25. 575-746-9477.

NEW YORK

Feb 9 NY, Southold. Peconic Bay Region AACA 21st Annual Automobile Swap Meet & Flea Market. South old Town Recreation Center – 970 Peconic Lane.

8am-2pm. Vend tables \$30. 631-495-8619

Apr 5 NY, Rochester. 43rd Annual Indoor Automotive Flea Market. Total Sports Experience – 880 Elmgrove Rd., 9am-2:30pm. Frank 585-637-8863

May 23-24 NY, Norwich. 55th Annual Antique Auto Show & Flea Market. Chenango County Fairgrounds, 168 East Main St. 8am-5pm. Rolling Antiquer's Old Car Club, Norwich AACA. Pre-Show registration due May 1, 2020. Muscle Cars (2011 & Older): Dan 607-226-4919. Antique & Classic Cars (1995 & Older): Maurice 607-829-6268. www.raocc.org.

NORTH CAROLINA

Apr 2-5 NC, Charlotte. Hornets Nest Region AACA Charlotte AutoFair – Charlotte Motor Speedway. (AACA Southeastern Spring Nationals April 4th) reserve space 704-841-1990, www.charlotte-AutoFair.com

OHIO

Feb 22 OH, Columbus. 25th Annual Winter Classic MoPar Expo. Swap Meet and Car Corral for Chrysler, Plymouth, Dodge and all related vehicles, Ohio Expo Center & State Fair, Lausche Building – 717 E. 17th Ave. 9am-4pm, swap space \$45, car corral \$25. 614-268-1181, www.ChryslerPowerClassic.com.

Mar 28 OH, Jefferson. Western Reserve Chapter, AACA Swap Meet. Ashtabula County Fairgrounds – 3518 Austinburg Road. Vend space \$15. 440-997-7751

May 1-3 OH, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds – 7265 Columbiana Canfield Road. 330-477-8506

May 3 OH, Parma Heights. 20th Annual Oldsmobile Dust-Off. Bakers Square Restaurant – 7011 West 130. 10AM tp 2PM Reg. \$5, Northern Ohio Chapter Oldsmobile Club of America. Rich Hilko 216-780-5229.

May 16-17 OH, Columbus, OH, The Chrysler Power Classic, Car Show, Swap Meet, Drag Race and Car Corral for all Chrysler, Plymouth, Dodge and related vehicles. National Trail Raceway – 2650 National Road SW, Hebron. 614-268-1181, www.ChryslerPowerClassic.com.

OKLAHOMA

Mar 19-21 OK, Norman. 2020 Norman All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. Vend spaces pre-register \$35, month prior show \$40.

**The Gopher State Chapter,
Buick Club of America
will host its 33rd Annual**

SPRING EXTRAVAGANZA

**CAR SHOW
& SWAP MEET**

on **Sunday, May 3, 7 AM to 3 PM**
at the **Minnesota State Fairgrounds**
in **St. Paul** (rain or shine).



Machinery Hill and the Northeast Parking lot.

All show vehicles 2000 & older, plus any year Buick, are welcome.

Trophies for Top 21 - participant voted, plus Top 5 Buicks and Best of Show

Day of Show costs:

\$15 per vehicle, driver and one passenger;
\$25 per 25' long x 15' deep swap space;
and \$5 per spectator over age 12.

Spectator parking available
south of Larpenteur Avenue (NW lot)

For flyer & more info, including early registration discounts, contact us:

Spring Show – G.S.C.B.C.A
P.O. Box 130067 Roseville, MN 55113

Our 24-hour HOTLINE is **651-770-8096**

www.gopherstatebuick.org

Calendar

405-651-7927, www.normanswapmeet.com, NormanSwapMeet@aol.com

Mar 20-21 OK, Chickasha. 30th Annual National 1895-1945 Chickasha Pre-War Swap Meet. Mike or Susie Ersland 405-224-9090, www.pwsm.com

May 6-9 OK, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, chickashaauto@sbc-global.net, www.chickashaautoswap-meet.com

PENNSYLVANIA

Apr 19 PA, Morgantown. Indoor/Outdoor Swap Meet & Car Corral. 6180 Morgantown Road. 8am-4pm. Register by March 25 \$15, after \$25, Plinkmeyer@yahoo.com or text Paul Linkmeyer at 610-430-8432

Apr 22-26 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

May 9 PA, Warminster. Warminster Arts & Barks Fest & Car Show. Warminster Community Park – 350 E. Bristol Road. 11am-3pm. 215-284-7238

May 15-17 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

May 24 PA, Bristol. 6th Annual Spring Into Summer Car Show. Nirvana Family Fitness Center – 1222 New Rodgers Road. 9am-3pm. Bobbi (h) 215-752-0484, (C) 215-820-3276, www.movinon-kruzers.com, movinon'kruzers@inbox.com

SOUTH CAROLINA

Apr 22-26 SC, Greenville. Spring 2020 Chrysler 300 International Club Meet. www.chrysler300club.com. 864-314-9660, tdcox@bellsouth.net, Jim at 844-281-0763, speedymema5@charter.net

TENNESSEE

Feb 29 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic Cars – 320 Tech Park Drive, Suite 600.

9am-noon. www.gatewayclassiccars.com

Mar 28 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

Apr 25 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

May 30 TN, La Vergne. Cruise into Gateway Classic Cars . Gateway Classic Cars – 320 Tech Park Drive, Suite 600. 9am-noon. www.gatewayclassiccars.com

TEXAS

Feb 29 TX, Grapevine. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

Feb 29 TX, Houston. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 TX, Grapevine. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

Mar 28 TX, Houston. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

Apr 2-4 TX, Greenville. Greenville Swap Meet. Car Show & Corral Spaces \$30/\$35 before march 15, \$35/\$40 after. 903-454-8575, reg.gvlswpmt@yahoo.com, www.greenvilleswapmeet.com

Apr 25 TX, Grapevine. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

Apr 25 TX, Houston. Cruise into Gateway Classic Cars. Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

May 2 TX, Nacona. Vicari 8th Annual Cruisin' Nocona Auction. Downtown. Fri. 10am Cruise. Fri gates open at 11am, Sat. 8:30am. 504-264-2277, www.vicariauction.com

Apr 30-May 2 TX, Fort Worth. PATE Swap Meet. Texas Motor Speedway. 713-649-0922, www.pateswapmeet.com

May 30 TX, Grapevine. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1250 Mustang Drive. 9am-noon. www.gatewayclassiccars.com

May 30 TX, Houston. Cruise into Gateway Classic Cars . Gateway Classic Cars – 1910 Cypress Station Drive. 9am-noon. www.gatewayclassiccars.com

VIRGINIA

Feb 27 – Mar 1 VA, Williamsburg. Pierce Arrow Society 2020 Winter Weekend. & Board Meeting. John Wozney 703-754-7413, sjwoz@netzero.net

WASHINGTON

Feb 16-17 WA, Puyallup. Tacoma Model T Club's 54th Annual Early Bird Swap Meet. Washington State Fairgrounds & Expo Center. Charlie & Gloria Ostlund 253-863-6211. Email: charlie@earlybirdswap.org, www.earlybirdswap.org back to top

WISCONSIN

Feb 23 WI, West Bend. Wisconsin Chapter Model A For Club of America 55th Annual Greater Milwaukee Indoor Winter Swap Meet. Washington County Fairgrounds – 3000 Cty. Hwy. PV. 8am-2pm. www.wichaptermafca.com

Feb 29 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

Mar 1 WI, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10am-2pm Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Mar 8 WI, Milwaukee. The Brew City Advertising Show. American Serb Hall, 5101 W Oklahoma Ave, 10 am-2 pm, Old to New Beer Signs and other advertising, Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Mar 28 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

**THE SCALE AUTO HOBBY AND TOY SHOW**

Sunday, March 1 Milwaukee, WI

at American Serb Hall
5101 W. Oklahoma Ave. 10 AM to 2 PM

The largest Show in Wisconsin

**Admission \$6**

Over 125 tables of Plastic Model Kits, Die cast Cars, Promo Cars, Racing Collectibles, Old and New Slot Cars, Vintage Toys and Much more!

For table reservations or more show information
Call **262-366-1314** or visit the show web site:
www.uniqueeventsshows.com

30th Annual National
1895-1945
**CHICKASHA
PRE-WAR
SWAP MEET**
“Where the East Meets the West”
March 20-21, 2020
Friday & Saturday
Mike or Susie Ersland (405) 224-9090
PO Box 562, Chickasha, OK 73023
www.pwsm.com

Apr 19 WI, Waukesha. Mike Dunn's Milwaukee Miniature Motors Show. Waukesha Fair Grounds, 1000 North View Road Waukesha 10am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com. Web Site: www.uniqueeventsshow.com

Apr 25 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

Apr 24-26 WI, Jefferson. 43rd Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Sat. & Sun. only). Featuring Drag Cars all makes models welcome. Madison Classics, P.O. Box 7414, Madison WI. 53707 or call 608 244-8416 or www.madisonclassics.com

May 16 WI, Monticello. 6th Annual Monticello Lions Club Classic Car Show. North Monroe Street and North Ave. 8am-3pm. Registration \$15. Carnie Lipke, 608-516-2196 / lbranch@tds.net

May 30 WI, Milwaukee. Cruise into Gateway Classic Cars . Gateway Classic Cars – 9949 58th Place. 9am-noon. www.gatewayclassiccars.com

55th Annual

Greater Milwaukee Indoor Winter

Swap Meet

Car parts all makes,
collectibles, car related items!

Sunday

February 23, 2020

8 AM— 2 PM

Admission \$7

Under 12 free

Washington County Fairgrounds

3000 Cty Hwy PV
West Bend, WI 53095

Free parking
Food and beverages available

Vendor spaces still available
Contact Vicki 262-337-0426

Sponsored by WI. Chapter
Model A Ford Club of America
WChapterMAFCA.com

AUCTIONS

FEBRUARY

Feb 14-16 FL, Miami. The Florida Public Collector Car Auction and Show. Ft. Lauderdale Beach. Miami-Dade County Fair & Exposition -112th & Coral Way. Georgia 561-779-0302, Dave 561-379-3937, georgia@ftlauderdaleauction.com, www.ftlauderdaleauction.com

Feb 21-22 FL, Lakeland. Carlisle Events Winter AutoFest Auction. Sun 'n' FUN Campus. www.carlisleevents.com

Feb 21-23 CA, Palm Springs. McCormick's Palm Springs Collector Car Auction. Palm Springs Convention Center. www.classic-carauction.com

Feb 21-23 FL, Lakeland. Lakeland Collector Car Auction. 717-243-7855, www.carlisleevents.com

Feb. 27-29 NC, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 www.gaaclassiccars.com

MARCH

Mar 4-6 FL, Amelia Island. Russo and Steele Amelia Island Auction. 602-252-2697 www.russoandsteele.com

Mar 5 FL, Amelia Island. Bonhams's Amelia Island Auction. www.bonhams.com

Mar 6 FL, Amelia Island. Gooding & Co. Amelia Island Auction. 310-899-1960 www.goodingco.com

Mar 6-7 FL, Amelia Island. RM Sotheby's Amelia Island Auction. 519-352-4575. www.rmsothebys.com/

Mar 11-14 AZ, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, infonet@mecum.com, www.mecum.com

Mar 13 TN, Jackson. Mid South Classic Car Auction. www.midsouthclassiccar-auction.com, 731-423-5551

Mar 13-14 KY, Greensburg. Lewis Garrison Collection. 6920 Greensburg Road. 10:30am. Oman Vintage Power. 888-282-8648, www.aumannvintage-power.com

Mar 20-21 FL, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. www.premierauctiongroup.com. 844-593-7355

APRIL

Apr 2-4 TX, Houston. Mecum Houston Auction. 262-275-5050, infonet@mecum.com, www.mecum.com

Apr 16-18 FL, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. www.barrett-jackson.com

Apr 17-18 MS, Biloxi. Vicari Crawfish Music Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. 504-264-2277, www.vicariauction.com

Apr 17-19 MO, Branson. The Branson Auction. 800-335-3063. www.bran-sonauction.com

Apr 23-24 PA, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

MAY

May 1-2 MN, Winona. SG Auctions. 3560 Service Drive. 507-498-9000, www.sgauktion.net

May 1-2 TX, Nocona. Vicari Auctions Nocona. Vicari Auctions, www.vicariauction.com, 504-264-2277

May 8 WI, Wautoma. W. Yoder Auctions Classic & Sports Car Auction. N2475 13th Gateway, Wautoma, WI 54982. 920-787-5549, info@wyoderauction.com. www.wyoderauction.com

May 12-17 IN, Indianapolis. Mecum Indy. 262-275-5050, infonet@mecum.com,

May 30 MN, Independence. Marple Collection, collector cars, parts, real estate. 7949 Cnty Rd 11, Independence, MN. 507-673-2517, 605-201-7005. www.vanderbrinkauktions.com

JUNE

Jun 4-6 OK, Tulsa. Leake Auctions Tulsa Auction. www.leakecar.com. 602-442-3380

Jun 12-13 OR, Portland. Mecum Portland Auction. 262-275-5050, infonet@mecum.com,

Jun 22 IA, Terril. Antique Vehicles from every decade since 1937. 712-338-2160 https://www.facebook.com/nattress.auctions/

Jun 24-27 CT, Uncasville. Barrett-Jackson Northeast Auction. 480-421-6694. www.barrett-jackson.com.

Jun 26-27 GA, Dalton. Vicari Auction Collector Car Auction. Dalton Convention Center. Gates open at 8:30am, Fri. & Sat. 504-264-2277, www.vicariauction.com

Jun 27 PA, Carlisle. Carlisle Auctions Summer Sale. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

JULY

Jul 10-11 CO, Denver. Mecum Denver Auction. 262-275-5050, infonet@mecum.com

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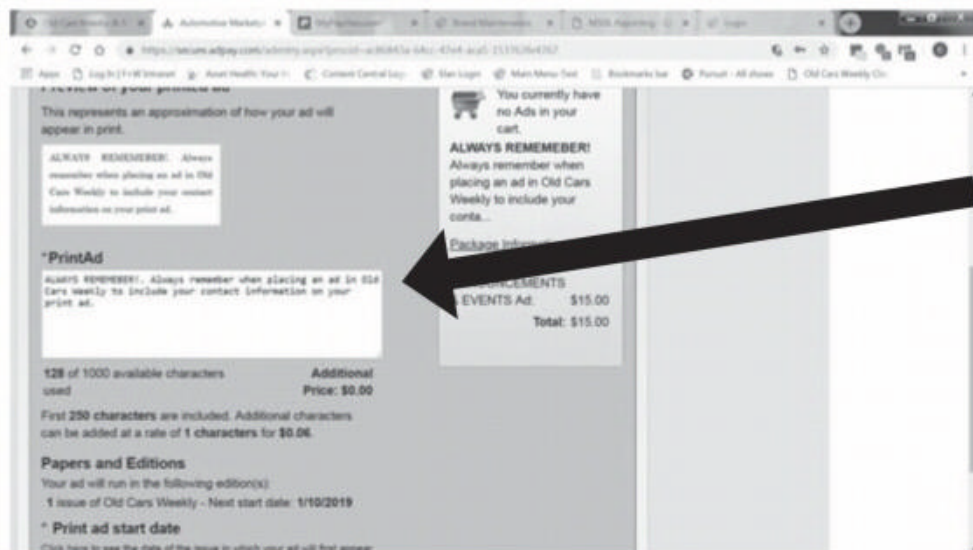
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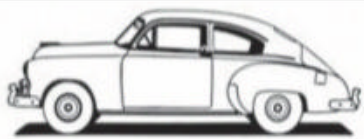
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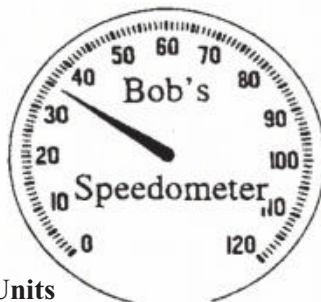
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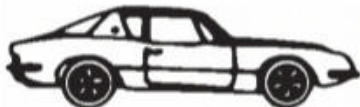
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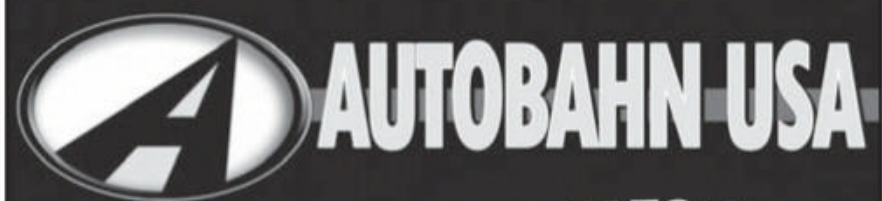
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Old Cars: From time to time we find ourselves regretting things we have done in the past. For a lot of us one such regret was selling a car we wished we still had. What car do you wish you still had?



Bob James: Gone 8 years now. :(



Larry Mayes: I can only regret one? Have had so many I wish I still had, but the ONE would probably be my 1971 Curious Yellow 383 auto Cuda convertible. Bought in 1979 for \$850 and sold in '86 or '87 for \$1,750 (thought I did good). Kept my Challenger since it was a stick, had I sold the Challenger I'm sure I would still have the 'Cuda.



Russ Saunders:

Sold her when I moved. Its like losing a best friend. Man I loved that car!



Brian Eichelberger: Another one I wish I had kept was my '65 Dart. Race car since it was new. 273, 4-speed, M&H, Cragers, Ansen Ground Grabbers. This was around '74. I traded a '71 Honda CB 350 for it.

Dave Warfield: The first car I restored, a '70 Cougar



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and it's perfectly restored

STORY AND PHOTOS BY ANGELO VAN BOGART

Editor's note: Longtime readers will recall former Old Cars editor Keith Mathiowetz's editorials on his 1964 Amphicar 770 and its ongoing restoration. The vehicle was recently completed and we're very pleased to share the details of Keith's efforts in turning the Amphicar into an award-winning example.

Keith Mathiowetz of Scandinavia, Wis., remembers the exact moment that he fell in love with the Amphicar 770, that quirky German automobile that doubles as a boat. As a kid standing on the shore of the Mississippi River in Red Wing, Minn., he witnessed the unique ability of the Amphicar unfold.

"In the late 1960s, in my hometown on the Mississippi River, our family was at a city park along the river and there was a white Amphicar getting ready to go in," Mathiowetz said. "And I just remember sitting there watching it. It finally went in and went upstream and I never forgot it."

"As a car-crazed kid, seeing one that could go in the water made me really want one when I was old enough." It would be more than a decade before Mathiowetz bought an Amphicar of his own, and another three and a half decades before he would be able to



It took Keith Mathiowetz about 12 years of regular work to restore his 1964 Amphicar. Note the red and green bow lamps and horn mounted on the front compartment lid to accommodate safe boating. At the rear, the exhaust pipe and bilge pump outlet (right) are positioned high above the water line. The license plate frame from the original selling dealer misspells the car's name; the stylized "Amphicar" script has led others to also misspell the car's name as "Ampficar."

drive that car. Now when he does drive it, it's from the trailer to the show field — a much shorter path than the road to its purchase and its completion. It was while he was in college that Mathiowetz first heard about a stash of Amphicars for sale in Hopkins, Minn. And it was one of Mathiowetz's other cars that started his path to Amphicar ownership.

"I was sitting in my uncle's body shop [in Sleepy Eye, Minn.] and my Met was parked outside," Mathiowetz said. "A guy stopped in to ask who owned that Metropolitan... That is when we got talking about Amphicars.

"We were talking about cars we would like to have, and I mentioned to him that I would like to have an Amphicar. He told me about a defunct dealership in Hopkins that still had some on their lot, and that's when I went to check it out. It was the summer of 1981 that I had that conversation with him.

"I went up there a little while after that conversation and found the little used car lot — it was a used car lot by that point — but it still had four or five Amphicars. The owner came out and explained that he was the distributor for Amphicars in the Twin Cities."

The former Amphicar dealer had operated the oddly spelled Ampficar Co., located at 929 E. Excelsior Boulevard in Hopkins, as a subsidiary of Holt Auto Sales, Inc. Some residents in the land of 10,000 lakes recall seeing dozens of new Amphicars for sale there during the mid 1960s, and even after Amphicar ceased as a company in 1967. Even as late as the early 1980s, when Mathiowetz stopped there, Richard Holt still had a few straggling Amphicars. One of the four or five remaining on the lot was a forlorn 1964 model painted Lagoon Blue. It had been sold new by Holt and thoroughly enjoyed by its first owner, who traded it in for a new 1967 Amphicar, the last model year for the marque. The Lagoon Blue car had been waiting for its next owner since 1967 and had deteriorated considerably in that time.

In his conversation with Holt, Mathiowetz learned that all of the remaining Amphicars on the lot were still available. However, all were out of Mathiowetz's price range.

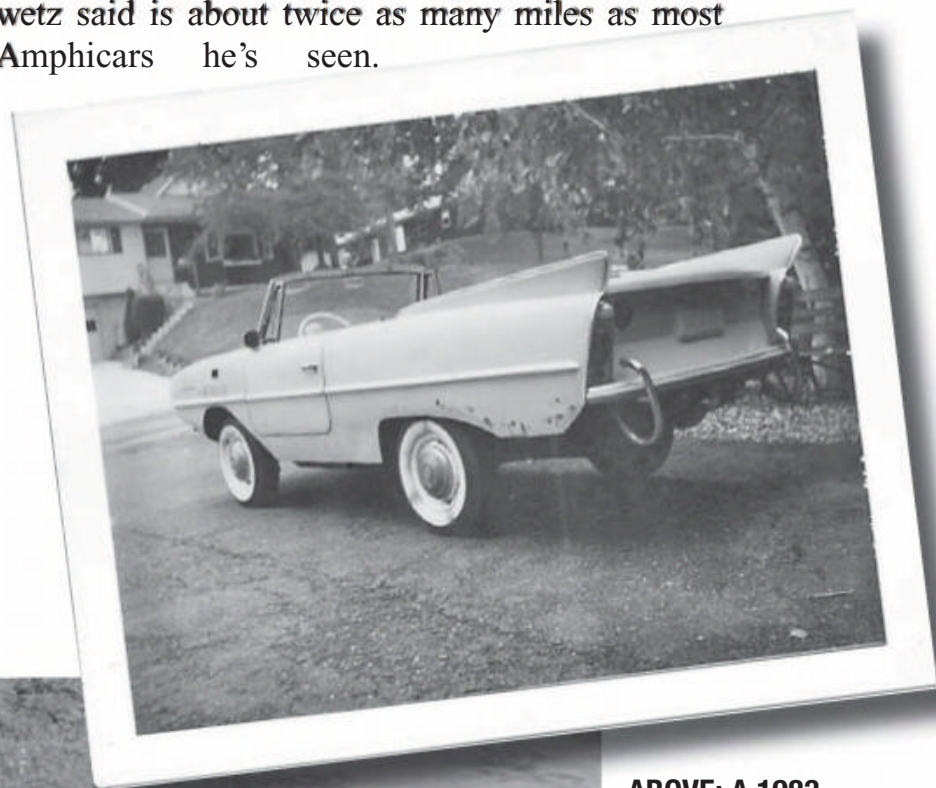
"I think he wanted \$4,000-\$5,000 for them," he said. "But there was one in the back lot behind a chain link fence that was pretty deteriorated, and he said that one would be for sale. I forget how much he wanted, but even at that, I couldn't afford it."

The deteriorated Amphicar behind the fence was the Lagoon Blue 1964 car. Although it was the most weathered of the bunch, its price was the closest to Mathiowetz's non-existent budget. While he still couldn't afford it, the idea of Amphicar ownership continued to float through Mathiowetz's mind.

A year later, with a few more bucks in his pocket, Mathiowetz returned to the Hopkins used car lot. The Amphicars were gone — relocated to another lot to make room for more modern used cars — but the lot was still being operated by Holt. Mathiowetz asked him where the Amphicars had gone and learned the weathered Lagoon Blue car had sold, but might be available again. It turns out the purchaser had never picked it up and it been relocated with the other Amphicars.

Holt gave Mathiowetz the buyer's information and he followed up. Sure enough, the Amphicar could be bought, and Mathiowetz sealed the deal in 1983.

The car had about 14,000 land miles on it, which Mathiowetz said is about twice as many miles as most Amphicars he's seen.



ABOVE: A 1983 picture of the Amphicar shortly after Mathiowetz purchased it only hints at the extensive rust hidden in the engine compartment.



LEFT: Note the louvers in the engine cover to ventilate the rear-mounted four-cylinder. Mathiowetz is originally from Minnesota and dresses the car in plates from his home state and also his current state of Wisconsin.

Those miles didn't account for the vehicle's time in the water, of course, and its use there — as well as the deterioration from sitting outside for 15 years — had taken their toll.

"You could roll it and steer it and that was it," he said. "The engine was seized, the brakes were non-existent. Rust consumed the whole rear half of the body. The top frame was bent and the interior was all deteriorated."

Nevertheless, Mathiowetz was pleased with his purchase. The college student promptly moved it to his parents' garage where he would only begin to tear into its restoration. Mostly, it sat there for nearly a decade as Mathiowetz finished college and established a career. His career path required a few address changes, and in 1992 the Amphicar finally began floating from one garage to the next.

"I was just happy to say I had one," he said.

Amphicar lands ashore in America

With an Amphicar now in his small but growing car collection, Mathiowetz set out to learn as much as he could about the amphibious car's history. Although bodies were built in Italy and assembled at plants in Berlin and Lubeck, West Germany, the car was built for and marketed to North Americans by the German Quandt Group doing business as Amphicar Corp. So American was the car that it made its debut at the 1961 New York Auto Show. Plans were to sell 20,000 per year, but during the 1961-'67 lifespan of the Amphicar, just 3,878 were built at prices ranging from \$2,800-\$3,300. Of the cars built, 3,046 went to the United States. Sales to the U.S. ended when Amphicars could not meet new U.S. DOT and EPA standards for 1968, and since U.S. sales kept Amphicar afloat, the factory closed soon thereafter.

Amphicar design and engineering was by Hans Trippel, who is also credited with the amphibious SG 6 Schwimmwagen used by Germany in World War II and the Mercedes-Benz 300SL's gullwing doors. The all-steel Amphicar "pontoon" body was only available as a convertible in one of just four colors: Beach White, Regatta Red, Lagoon Blue and Fjord Green.

Amphicar Fast Facts

- \$5 million to design in the late 1950s.
- Amphicars appear in several films including "Rotten to the Core" (1965); "The Sandwich Man" (1966); "The President's Analyst" (1967); and in "Pontiac Moon" (1994).
- President Lyndon Johnson, a practical joker, often drove guests of his Texas ranch into the water in his Amphicar all the while yelling, "The brakes are out!"
- Two Amphicars navigated the Yukon River in Alaska in 1965.
- Two Amphicars crossed the English Channel between England and France in 1968 against 20-foot waves and gale-force winds.
- The Boathouse at Walt Disney World currently offers 20-minute-long Amphicar rides to guests.
- Kevin McClory, known for co-producing two James Bond films, is famously pictured driving his family in an Amphicar.

Its unitized construction incorporated a smooth floor pan that served as the hull; the frame was hidden between the floor pan and removable Masonite panel that served as the interior floor. Since the body had to be watertight, all body seams were fully welded or leaded rather than periodically spot welded as on landlocked cars. Each opening in the Amphicar body was sealed with rubber gaskets from the hood to the decklid to the doors to even the body openings for the lenses and lamps. In addition to latching in the standard fashion, each door had a latch at the bottom to fully secure it and seal out water. In the water, the Amphicar had a good 14 inches of freeboard, but in the event water was taken on in the hull, a bilge pump located



Lagoon Blue Amphicars were fitted with yellow-and-white upholstery. In addition to standard automotive gauges and switches, the Amphicar has switches for the boating lamps and the bilge pump.



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in the engine compartment spit it back into the lake.

To efficiently split waves, the Amphicar's hull featured many boat characteristics. In addition to the smooth floor pan, the bow was pointed and veed out to the passenger compartment. The headlamps and taillamps were mounted high to keep them above water when the car was afloat, and at the back, beneath the engine, the floor pan was formed with a large bulge to accommodate the engine. This bulge was flanked by the two propellers, each shielded on early Amphicars by two thin metal panels on the port and starboard sides.

Despite its boating function, the Amphicar had a pleasing automotive design in step with the times. Above the round back-up lamps and vertically arranged taillamps were short fins that shouted late 1950s, the period in which the Amphicar was designed. The round headlamps were hooded, and the windshield was curved.

Amphicar performance on sea and street was lackluster, a fact admitted by its model name of "770" for its approximate 7 mph/7 knots capability on water and 70-plus-mph speed on land. Despite its shortcomings, it remains the only mass-pro-

duced civilian vehicle capable of both.

Designing a car to function satisfactorily in water and on land was a momentous task, so when it came to its mechanical components, Amphicar Corp. didn't reinvent the wheel. Parts came from several European car companies. The rear-mounted engine was a 43-hp Triumph Herald four-cylinder displacing 1147cc. The special fully synchronized four-speed manual transmission and differential by Hermes was unique in that it turned the rear wheels as well as the nylon propellers. However, the unique land/water transmission borrowed some Porsche 356 internal components. Meanwhile, some suspension parts came from the Mercedes-Benz catalog.

To aid the transition from water to land, the wheels and propellers could function in unison. The propellers could also move forward and backward via a floor-mounted handle located to the right of the gear shifter. The front wheels steered the Amphicar on land and lake. While Amphicar Corp. was honest about the car's performance in naming the vehicle, it was optimistic in marketing the vehicle as a sports car. A brochure said it had the "driving properties of a modern, sporty



Getty Images

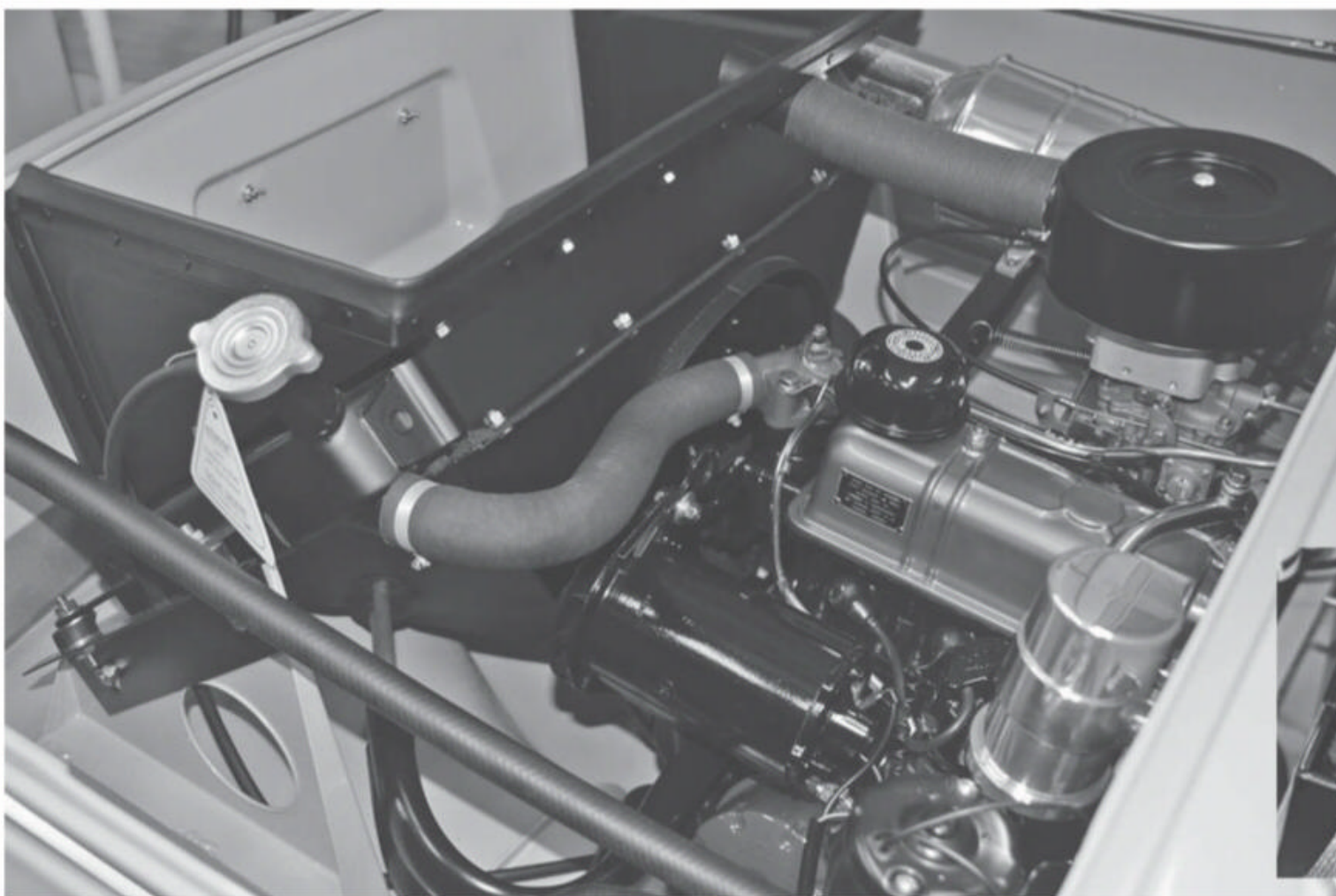
Boat Features of the Amphicar

- White stern lamp
- Green/red bow lamp
- Requires both boat and road licenses
- Bilge pump
- Bilge blower
- Propellers



Amphicar Factory Accessories

- Stern position lamp
- Tool kit
- Spare wheel
- Life jacket
- Fire extinguisher
- Radio
- Paddle



LEFT: The rear-mounted engine is a four-cylinder displacing 1147cc.

BELOW: Mathiowetz modified a garden tractor battery to appear like the originally installed VARTA battery.



type car” and the “internal fittings” (interior) were “designed to please the sporty driver.” However, the Amphicar had bench seats front and rear in vinyl (dubbed artificial leather by the factory) — hardly sporty by the measure of a bucket seat European sports car of the day. The Amphicar’s tall stance with 10 inches of ground clearance was not necessarily conducive to handling, although it probably handled better than an enormous American car of the day. In reality, the Amphicar wasn’t so much a performance sports car for the automotive sportsman as it was a recreational vehicle for the outdoor sportsman. That was certainly the case with the original owner of Mathiowetz’s Amphicar.

“When I was trying to get some debris out of the convertible top well, I discovered a very water-damaged Amphicar sales brochure, and along with that was an empty 1960s Jitterbug fishing lure box, all of which I kept,” he recalled. “From what I could tell, the original owner used the car for trolling while fishing. How many cars can do that? I think that is the best part of the story.”

The road to restoration

The discovery of a fishing lure box, a brochure, and even faded 1966-’67 Minnesota boat registration stickers was just the beginning of Mathiowetz’s journey with his Amphicar. Shortly after he purchased the car, he and a friend began tearing it apart.

“He was working at a NAPA store that had a machine shop,” Mathiowetz recalled. “And so we took the engine apart, and the machine shop did a valve job on the head and cooked the block. That is as far as we went, and it stayed that way for 20-some years.”

Soon after buying the Amphicar, Mathiowetz learned of Gordon Imports, a supplier of imported car parts sitting on the world’s largest stock of new-old-stock Amphicar components. Although his Amphicar was sitting in wait for its restoration, Mathiowetz began taking advantage of Gordon Imports’ monthly specials.

“I started buying parts from Hugh Gordon pretty quickly after the purchase,” he said. “Gordon Imports had then, and still has, monthly flyer specials. So when my budget allowed, I would buy as many parts as I could from them and stash them away for the eventual restoration. Most of the parts were NOS; there was very little reproduction part production at that time.”

In the years he was acquiring parts, Mathiowetz honed his restoration skills through maintaining his growing collector car fleet and completing full-blown restorations on a 1959 Harley-Davidson and a 1939 Wurlitzer 600 jukebox. By 2006, Mathiowetz had acquired a significant amount of mechanical experience and a large stash of Amphicar parts. He was also in a position to get serious about the car’s restoration.

Amphicar owners truly enjoy the unique functionality of their cars, and many Amphicars see plenty of road and water use. With usability in mind, Amphicars are often rebuilt with concessions to increased comfort and performance. Mathiowetz wanted to go a different route with his restoration. As a longtime Antique Automobile Club of America member, his goal was to not only make his Amphicar function as it did when new, but to look that way. Once it was restored, his plan was to hit the AACA judging circuit.

Mathiowetz began by going through the engine and valves again to reassure himself that these parts were perfect, then he reassembled the engine. As this work was being done, he concentrated on finding experts to complete the body work.

“I approached it knowing the body would need considerable metal fabrication that was out of my talent range, but the rest of the items I could tackle,” he said. “So the body work was farmed out, and while it was being completed, I attended to all of the other parts on the car.”

With the advent of the internet, Mathiowetz began to connect online with other International Amphicar Owners Club members. He learned of Amphicar specialist Dave Derer of Midwest Amphicar, who completed nearly all of the metal fabrication. But he still needed someone to do the final body work and paint.

Before Tom Maruska of Duluth, Minn., tackled the restoration of the 1956 Mercury *XM-Turnpike Cruiser* concept car being covered in *Old Cars*, he had restored a couple Amphicars, as well as some other notable cars. One of the Amphicars famously sold at the 2006 Barrett-Jackson auction in Scottsdale for a record \$115,000, plus 8 percent buyer's premium. Mathiowetz asked Maruska to prep the body for one of his show-quality paint jobs. Once Maruska finished applying the paint, Mathiowetz began reassembling the car using a mix of the NOS and new parts sourced from Gordon Imports and additional Amphicar enthusiasts, plus the car's original components that Mathiowetz had restored himself.

"In many ways, it was like working on a vintage farm implement, because of the components that were used to create the body and how the body was constructed," he said. "There are certain parts of it that are straight forward — square tubes and pipes — but there was nothing sophisticated about the body stampings like those you would see from a big three manufacturer."

Mathiowetz noted that the bodies were essentially hand fitted and assembled. As a result, corresponding panels from one car to another aren't necessarily interchangeable. And, of course, the panels had to be mated in such a way to guarantee they were watertight.

"That's the one thing that people overlook," Mathiowetz said. "People say, 'I am doing a ground-up restoration on a car,' but this car has a secondary purpose — it has to float in the water. So you are restoring a car and a boat at the same time. A regular car can look beautiful and drive well, but it doesn't have to do a secondary function like an Amphicar."

To guarantee that his car was seaworthy through the steps of assembly, Mathiowetz would often drive it into a nearby lake to check for leaks. If any were found, they would be immediately addressed. By November of 2018, Mathiowetz's 1964 Amphicar was fully sealed and assembled and ready for the 2019 AACA show circuit. His ultimate goal was to earn an AACA Senior Award at the fall AACA meet in Hershey, Pa.

The first national AACA show that Mathiowetz attended was at Parsippany, N.J., where the Amphicar earned its First Junior Award from the AACA. Its second showing was at Hershey and, indeed, the car earned its Senior Award there. Yet there was more good news coming. Just a week after Hershey, Mathiowetz learned that the car had been nominated for an AACA National Award. Two months later, in early December, Mathiowetz was officially notified that the Amphicar did, indeed, win a National Award and that it would be presented at the February 2020 AACA Annual Convention in Philadelphia.

Details matter

On the show field, Mathiowetz's Amphicar stands out for his attention to detail and its extremely authentic presentation. Mathiowetz painstakingly restored many of his car's original parts, and even recreated by hand parts that aren't available as NOS or reproductions.

"I think that is the goal of most antique car restorers — make it appear and function as it was originally manufactured," he said. "It's certainly a goal of mine."

Mathiowetz reflocked the original glove box, created new factory-style decals and tags for various components, and modified reproduction parts to make them more authentic. "New original-style oil filters aren't available, and NOS ones are rare, so I was able to find an original used one that was all



Reproduction headlamp bezels don't include the original "Hella" script, so Mathiowetz had his car's original bezels replated to retain this feature for the sake of authenticity.

crushed when it was removed by an owner at some point," Mathiowetz said. "I gutted it, pounded out the dents from the inside, filed and sanded the metal body of the filter and painted it dark green as it originally appeared, and made it fit snugly over a modern FRAM spin-on oil filter."

A reproduction of the original rubber floor mat is available, but while it is ribbed like the original, it does not have the proper flat border. Mathiowetz spent hours filing and sanding the perimeter of a reproduction mat to make it appear authentic. When he couldn't find an NOS or restorable original muffler, he married parts of an original muffler to a new muffler to create a functioning muffler that was also authentic in appearance. Amphicars originally used VARTA batteries, and although VARTA batteries are being reproduced, they do not come in a size that fits the metal battery box of an Amphicar. So, Mathiowetz found a garden tractor battery of approximately the same size as the original and then decorated it to appear like a proper VARTA battery.

"I glued plastic corrugated material around the outside of the battery to give it the look of a hard-rubber battery case, put pickup truck bedliner on the top of the battery to give it the look of a tar-top battery, and I replaced the rectangular cell caps with home-made round caps made of PVC material and painted them yellow like VARTA cell caps originally appeared."

Now that the restoration is done, Mathiowetz and his lady friend, Deb Schellin, are relishing the results of his 12-year-long effort and even looking to the future.

"Deb and I are having a ball taking it to shows and meeting people at the events and enjoying the admiration, compliments and camaraderie of everyone," he said. "We look forward to the next show when we get done leaving the previous show."

"After its show circuit days are over, then we will begin using it the way it was originally intended," he said. "It will get used in the water, with a follow-up cleaning after each dip to keep it presentable. I didn't wait 35 years just to look at it — I will also enjoy it."

"But I am not going to fish out of it."

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